June 10, 1915

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Leslie's

Illustrated Weekly Newspaper

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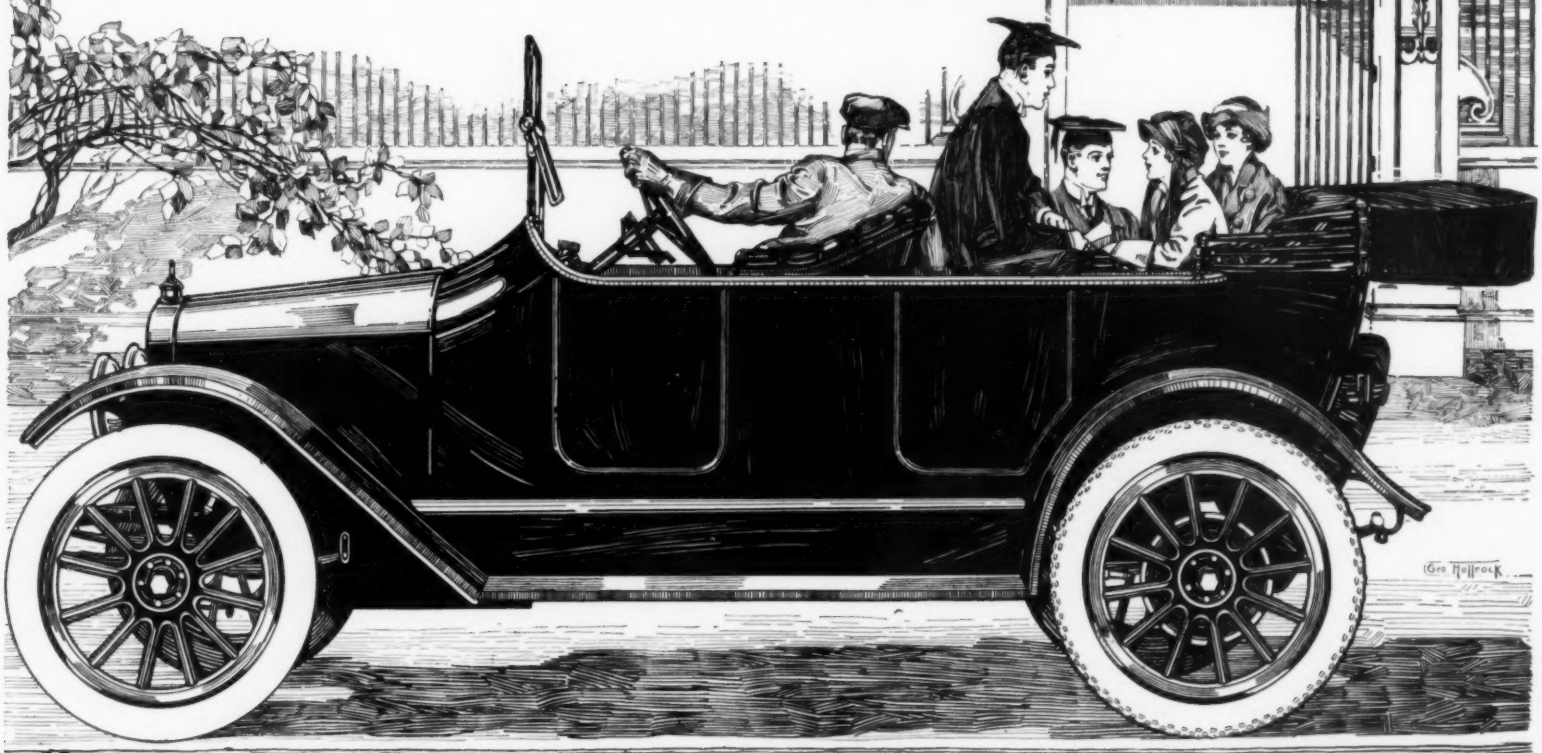
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Illustrated Weekly Newspaper

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES
ESTABLISHED DECEMBER 15, 1855

Edited by JOHN A. SLEICHER

"In God We Trust"

CXX Thursday, June 10, 1915 No. 3118

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SUBSCRIPTION OFFICES: Main office—Brunswick Building, 225 Fifth Avenue, NEW YORK. Branch subscription offices in thirty-seven cities of the United States. European Agent: Wm. Dawson & Sons, Ltd., Cannon House, Bream's Bldg., London, E. C., England.

Subscriptions for all the publications of Leslie-Judge Company will be taken at regular rates at any of the above offices. Annual cash subscription price $5.00.

Persons representing themselves as connected with LESLIE'S should always be asked to produce credentials.

CHANGE IN ADDRESS. Subscriber's old address as well as the new must be sent in with request for the change. Also give the numbers appearing on the right-hand side of the address on the wrapper.

It takes from ten days to two weeks to make a change.

ADVERTISING OFFICES: Main office—Brunswick Building, 225 Fifth Avenue, New York. Western office—Marquette Building, Chicago. New England office—Tremont Building, Boston.

EDITORIAL OFFICES: Main office—Brunswick Building, 225 Fifth Avenue, New York. Washington representative—28 Post Building, Washington, D. C.

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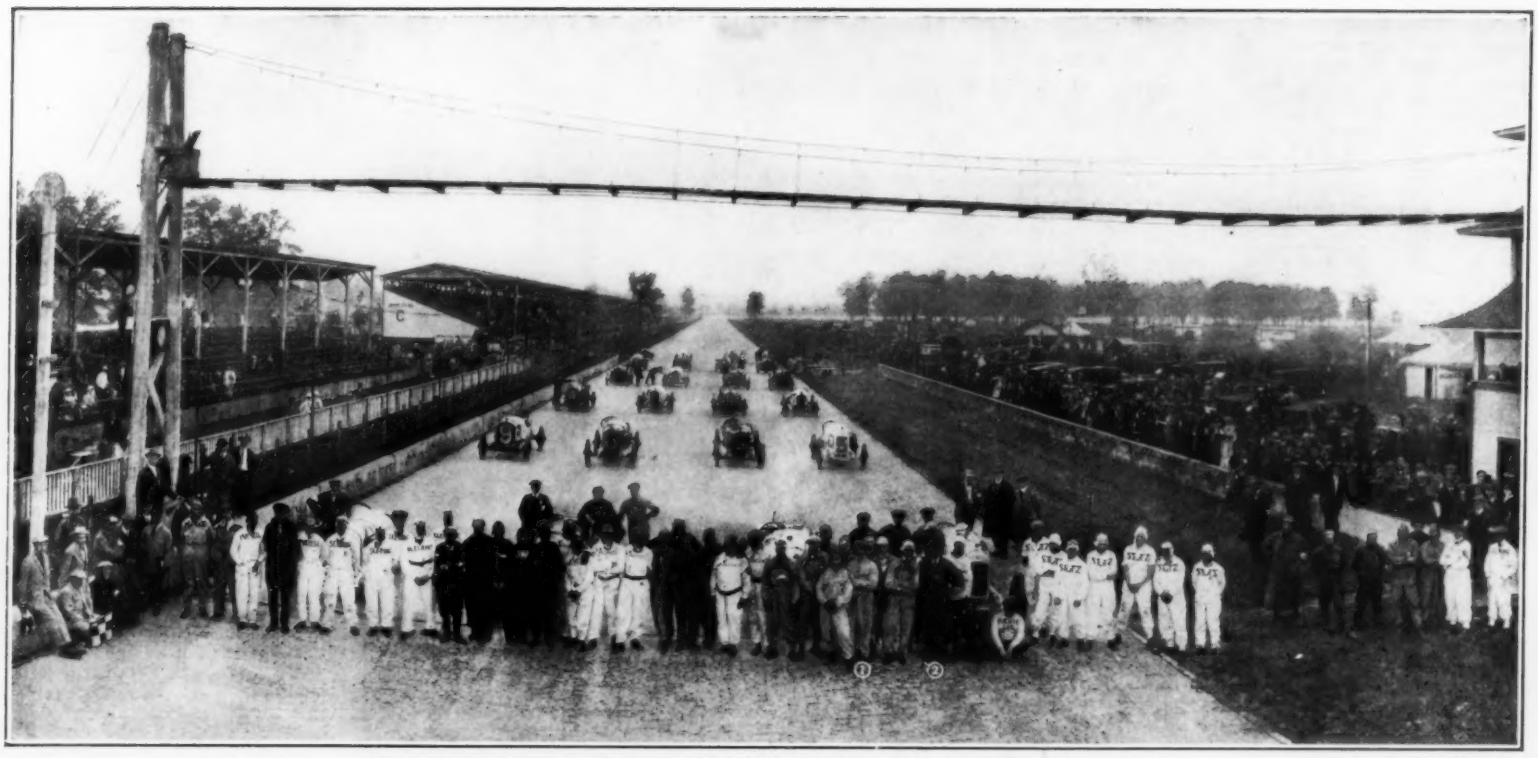
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Breaking the World's 500-

By HOMER



THE DRIVERS, THEIR MECHANICS, AND THEIR MACHINES LINED UP BEFORE THE START

The overhead bridge is used by the starter and his assistants for flagging the cars, to signal the finish, or to call the attention of any car to a violation of the rules, or danger on the course. The start was made in the order of the trial speed of the cars—the fastest going first. (1) Shows De Palma, winner of the race. (2) Shows Resta the runner-up of the race.

RALPH DEPALMA won the 500-mile Indianapolis classic this year by as narrow a margin as he lost it in 1912. This time he was able to make his car limp through the last agonizing lap; the other time it failed too soon; the dice rolled right at last but there was no time to lose and Ralph DePalma immediately on getting the checkered flag shot his car into a garage and locked it up. The trouble was with one of the pistons which held through the last 200 miles only by the most careful nursing.

His driving was faultless. His mount, a Mercedes, was an American rebuilt German car, owned by an American sportsman, E. C. Patterson, and he received his signals from Caleb Bragg, the American race driver who carries the epithet millionaire, and registers from Cincinnati, Ohio.

DePalma's most stubborn rival was Resta in a Peugeot. For the first 375 miles DePalma and Resta fought for first place in the most spectacular battle ever seen on the Indianapolis Speedway.

DePalma's time for the 500 miles was 5 hours, 33 minutes and 55.5 seconds—40 minutes and 35 seconds faster than the distance was ever run. He averaged 89.84 miles an hour. Resta's time for the distance was 5 hours, 37 minutes, 24.94 seconds, averaging 89.28 miles per hour.

Anderson and Cooper in their Stutz entries captured third and fourth places at respective averages of 87.60 and 86.62 miles per hour. These cars, the first of the American contingent to finish, bettered the former world's record set by last year's foreign winner when Thomas circled the 500-mile course at the rate of 82.47 miles an hour. Anderson had led the field for the first 75 miles, until Resta took it away from him.

This fraternal fight for third place between Anderson and Cooper was an engrossing sub-plot of the race. Four times during the last 300 miles they alternated on position—the fight ending slightly in Anderson's favor at 500 miles, but with less than four minutes between them.

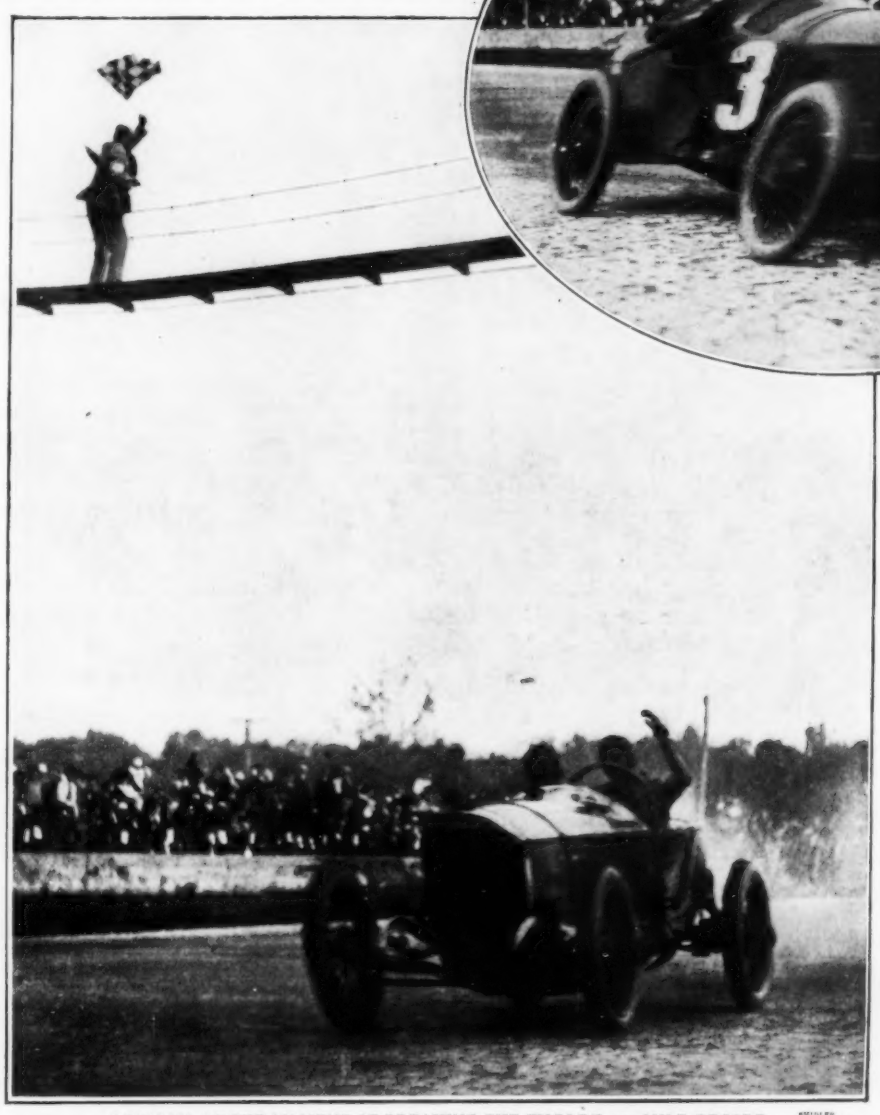
And in addition to this wonderful showing of the first two American contenders to finish, Howard Wilcox in the third Stutz displayed history-making persistency and sheer pluck by driving his mount to seventh place, averaging 79.65 miles an hour in spite of the fact that, after the first 100 miles, he never got more than three cylinders to work, the last 100 miles being driven on but two cylinders. A less sturdy car and a less determined driver would have quit early.

Good pit generalship had its effect. In the Stutz pits was Harry Stutz, who has raced more cars consistently than any race manager in America and with him was Johnny Aitken, the famous national driver who gave signals to the National which won the 500-mile race in 1912 with Joe Dawson up; and who captained Jules Goux to first place in the Peugeot in 1913. From time to time Aitken relieved both Cooper and Anderson at the wheel in this race.



RESTA TRAVELING AT THE RATE OF 100 MILES AN HOUR

This photograph was taken just before the car skidded, made three turns, and crashed against the cement retaining wall. Resta, however, managed to attain second place at an average speed only about half a mile per hour slower than that of DePalma, the winner.



DEPALMA AT THE MOMENT OF BREAKING THE WORLD'S 500-MILE RECORD

He is shown receiving the checkered flag signal, indicating that he has completed the last lap in the race. He has not yet learned that he has broken the world's record for this distance by 40 minutes, 35 seconds, and that he has circled the 500-mile course at the rate of 89.84 miles per hour, including stops for fuel and tires.

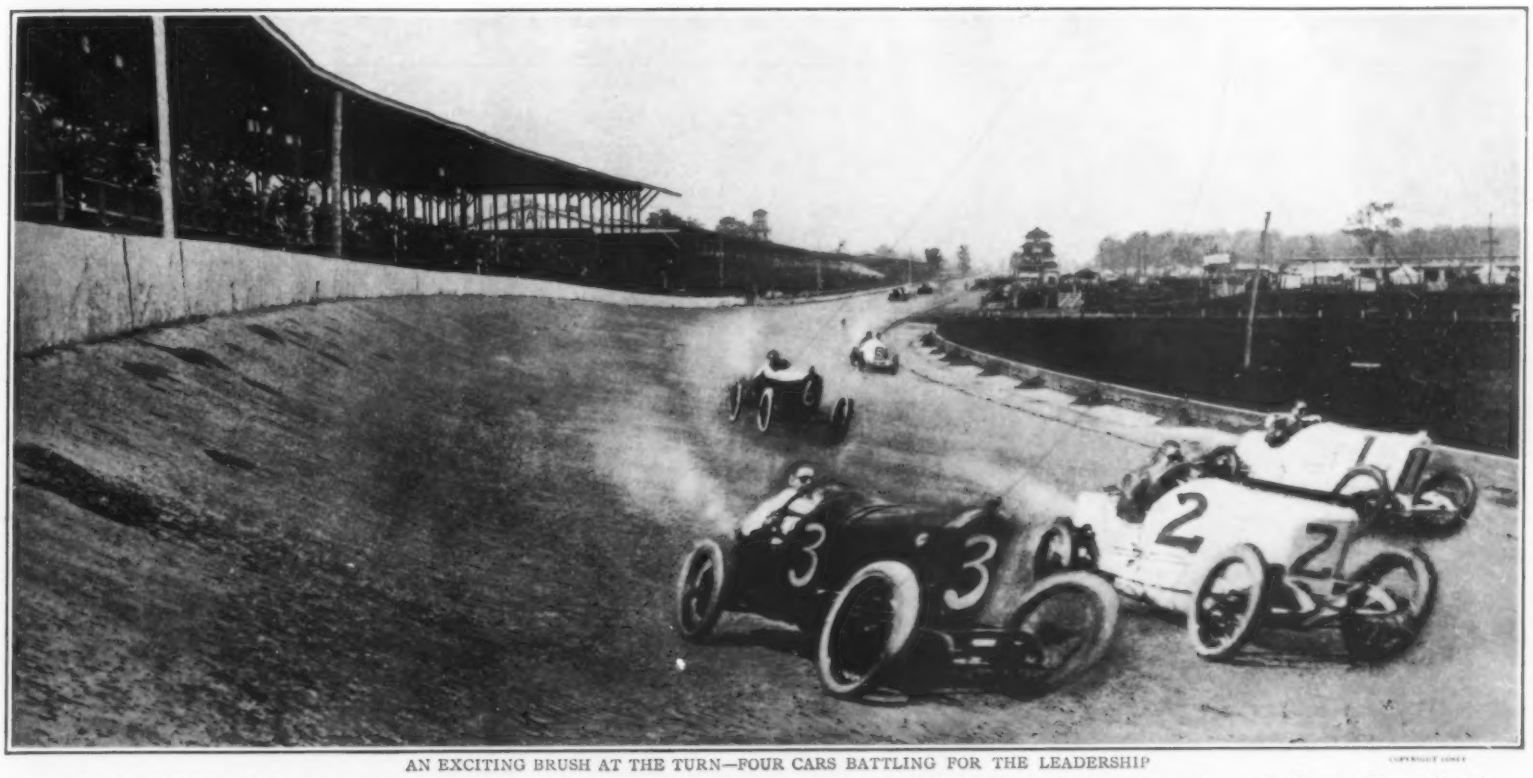
For three days prior to the race heavy rain had fallen and many race fans left Indianapolis disappointed when the meet was postponed from Saturday, May 29th, to Monday, May 31st. The cream of motordom's sport lovers, however, stuck to their hotel reservations and were rewarded by seeing a race that will probably stand as the high speed event for some time to come.

Weather conditions were perfect for the development of high speed and the breaking of all established records. All morning the day was threatening and the air carried just enough humidity to make carburetion faultless. At two o'clock the sun shone.

The attendance was estimated at 50,000 as against more than 80,000 last year.

Mile Speedway Record

McKEE



AN EXCITING BRUSH AT THE TURN—FOUR CARS BATTLING FOR THE LEADERSHIP

The Indianapolis Speedway is a brick track, oval in shape and 2½ miles in length. The concrete retaining wall lining the turns was the means of preventing several serious accidents both to drivers and spectators. The grand stands, with a seating capacity of 100,000, line one side and corner of the course and the spectators are treated to many such thrills.



THE FIRST AMERICAN CAR TO FINISH

Anderson in his Stutz obtained third place and drove a brilliant race throughout. During the first 75 miles Anderson led the field and was beaten by less than nine minutes at the finish by DePalma.

Time and Speed of the First Ten to Finish

1	Mercedes—De Palma	5:33:55:50;	Av. Speed per hr., 89.84
2	Peugeot—Resta	5:37:24:94;	Av. Speed per hr., 89.28
3	Stutz—Anderson	5:42:27:57;	Av. Speed per hr., 87.60
4	Stutz—Cooper	5:46:19:35;	Av. Speed per hr., 86.62
5	Duesenberg—Odonnell	6:08:13:27;	Av. Speed per hr., 81.47
6	Peugeot—Burman	6:13:19:61;	Av. Speed per hr., 80.36
7	Stutz—Wilcox	6:16:39:21;	Av. Speed per hr., 79.65
8	Duesenberg—Alley	6:16:57:95;	Av. Speed per hr., 79.58
9	Maxwell—Carlson	6:19:55:90;	Av. Speed per hr., 78.96
10	Sunbeam—Van Raalte	6:25:33:42;	Av. Speed per hr., 75.88

No serious accidents marred the day in spite of the terrific speed; but the race was replete with exciting incidents. Resta's Peugeot, leading at 340 miles, skidded, making three complete turns, striking the cement retaining wall and necessitating a stop for tire changes. DePalma, closely following, avoided a serious accident by wonderful manipulation of the wheel. Another similar incident occurred at the other turn when Mulford, driving the Duesenberg, skidded completely around twice. In this instance also the skilful driving and the cement retaining wall avoided a serious accident. Van Raalte, the Englishman, in a Sunbeam, kissed the British flag at the start of the race. Later his mechanician climbed out on the bonnet of the car speeding at 88 miles an hour and disengaged the hood which had come unfastened, throwing it off the track. Subsequently he was requested by the officials to recover it.

Joe Cooper in the Sebring Special, wrecked his car in the 185th lap, but sustained no injury. Again the concrete retaining wall was a life-saver.

Ralph DePalma drove directly off the track at the conclusion of his victory and locked himself in his garage to avoid the mob of friends who sought to congratulate him. DePalma's cash winnings amount to more than $25,000.

Barney Oldfield, the veteran of them all, saw the race from the grand stand because his Bugatti Special failed to satisfy him.

Bob Burman, the holder of numerous world's short distance records was forced to be content with sixth place in his Peugeot in this 500-mile grind.

Louis Chevrolet who has been out of the racing game, came back in old-time form and was going smoothly when an accident put him out of the running at the end of 394 miles. Although a heavy man, Chevrolet drove a car weighing less than 1,000 pounds. The heaviest car in the race weighed but 2,340 pounds.



EARL COOPER WHO DROVE HIS STUTZ TO FOURTH POSITION

Although beaten by three other cars, Cooper circled the 500 miles in a time more than four miles an hour faster than that of the winner last year, who broke the then-existing records.

Aside from DePalma's personal victory over a stubborn jinx, it was a victory for the automobile industry in many ways. Not only did four cars, limited to two-thirds of the piston displacement of last year, better the world's record set at that time, but there were fewer mechanical accidents and serious break-downs in spite of the terrific pace set.

Heretofore the 500-mile race has been characterized by smoke and cannonading cylinders. This time, however, so perfect was the carburetion and combustion in the motors, that there was no smoke at all except in a single instance, and that car was ruled off the course for committing an offence of which last year every entrant was apparently guilty.

The freedom from serious accidents is a tribute to the thoroughness of the regulations imposed by the Speedway management and the Contest Board of the American Automobile Association, under whose restrictions the contest was held. Representatives of the management and of the A. A. A. supervise the preparations of the cars to the extent that their cylinder dimensions measure within the 300 cubic inches, maximum limit prescribed by this year's regulations. New steering gears must also be installed before the race, and each car is made to undergo a thorough inspection to provide against flaws that may result in serious accidents. The value of such precautions was evidenced in the case of the cars that skidded against the massive concrete retaining wall; although the front wheels bore the brunt of the impact, no serious derangement of the steering gear followed the accidents.

But with all the rigorous regulations of the authorities, and mechanical perfections of the machines, final credit must be given to the drivers themselves, whose skill in handling their flying cars in emergencies furnished a marvelous exhibition of the perfectly-trained co-ordination of eye, muscle, and nerve. Speedway races have raised a new school of drivers.

The Indianapolis Speedway was the first course of its kind in this country, and has proved a success from the start. It is a 2½ mile oval, paved with bricks and so planned as to give the maximum of safety to spectators and drivers. The concrete retaining wall lining the outside of the turns serves both to hold an unmanageable car on the course and to prevent it from plunging into the crowd which congregates at the turns where the excitement is liable to be most intense. The curves are banked to the scientific angle to facilitate rounding them at high speed—as is attested by the high average that was maintained throughout the 500-mile contest. Nine grandstands line one side of the course, having a seating capacity of 100,000.

"The Paths of Glory Lead But to the Grave"



THE HARVEST OF DEATH AFTER A HAND TO HAND FIGHT

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Photographed somewhere in Flanders, after one of the innumerable combats that are wearing down the contending armies at the rate of more than 15,000 men a day, for all the belligerents, in killed and wounded. The battle lines are vast cemeteries, where the living fight over the resting places of the dead. The total number killed is estimated at 2,000,000.



MEMORIAL TO GERMAN DEAD ERECTED AT NAMUR, BELGIUM

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In a cemetery given over entirely to German soldiers killed in battle, the conquerors of Belgium have erected this white marble structure of classic design to commemorate the devotion of the sons of the Fatherland who fell in the rush through Belgium. This is the fame that the soldier wins—a bit of stone over a grave in a strange land.

Leslie's Illustrated Weekly Newspaper

New York, June 10, 1915

EDITORIAL

Let the Thinking People Rule!

Let Us Have Peace!

THE big war orders which are filling our coffers and dinner pails at the same time are made possible because in this country big industries have been developed on successful lines.

Without big business the war orders would not have poured in and added countless millions to the national wealth, while giving employment to an army of the unemployed and dividends to another army of shareholders.

The war orders constitute the premium placed upon big business by those who know its value. Yet for the past decade demagogues have stood on barrel heads and soap boxes re-echoing the cries of muckraking magazines and yellow journals that big business must be crippled or destroyed.

There is no better lesson than that which experience teaches. Let us remember that in the dreadful event of war between this country and a foreign foe, our chief dependence would be upon the capacity of our largest business organizations, like the Steel Corporation, to furnish the guns and ammunition we must have at once.

Yet the Government is still busy endeavoring to bust the so-called "Steel Trust," and scores of other industrial corporations against whom no accusation of wrongdoing is charged at the present time.

Call off the busters and smashers. Let us have peace—industrial and international.

The Vision!

THE Lake Mohonk Conference on International Arbitration, which lately held its twenty-first annual meeting, has never been a proponent of the peace at any price idea. It has at no time preached the doctrine of non-resistance where the honor or the integrity of the nation is at stake. It has summoned to its councils statesmen, soldiers, sailors, educators and publicists eminent in this and other lands, in the effort, thus far futile, to devise a practical substitute for the arbitrament of the sword.

A not infrequent gibe has been: "Why can't you be practical? Why not take things as they are, and men as you find them?" Those who ask these questions did not take things as they were. If they had, their positions and their fortunes would be far less enviable. It is our boast that America is the land of opportunity. Opportunity is the antithesis of taking things as they are. Every inch of progress, every step of evolution, since the human race emerged from the cave man, was a refusal to "take things as they are."

If we be told that enlightened selfishness and progress in material affairs are one thing, and the altruism which underlies the world peace movement is quite another, the fact remains that enlightened selfishness could make no more practical, no more hard-headed contribution to the material welfare of the world, than by devising some better use for human life and treasure than pouring them out like water as a sacrifice to the God of Battles, while commerce and industry stand idle and men and women who long to earn their living must starve.

Of course, the altruistic is the larger, the nobler, the uplifting aspect of the movement. It has behind it the vision. So Moses had the vision, and it led him and the chosen people out of the house of bondage. Columbus had the vision, and it led him to the new world. Washington had the vision, and it made him the Father of his Country. LaFayette and Kosciusko and Steuben had the vision, and it led them to America, to toil and to starve for a few ragged colonists' rights. Lincoln had the vision, and it made him the Emancipator. Nathan Hale had the vision, and it made him regret that he had but one life to give that his country might be free.

The Vision! What practical progress, in all history, was ever made without it? What man in all time ever wrote his name among the immortals, who had not the vision—the dream which he made real—he, or those who came after him, and so doing blessed and ennobled humanity for all time?

A Sensation Exploded

SENSATIONAL press dispatches from the West a few weeks ago indicated that Chairman Walsh of the Industrial Relations Commission was about to make startling revelations in connection with correspondence he had uncovered bearing on the affairs of the Colorado Fuel and Iron Company. The sensation was shattered when the witnesses were put on the stand at Washington. Nothing could have been more frank than the testimony of Mr. John D. Rockefeller, Jr., Mr. L. M. Bowers, Vice-President of the Executive Board of the Colorado Fuel and Iron Company, Mr. W. L. McKenzie King, Director of the Industrial Relations Division of the Rockefeller Foundation, Mr. Ivy Lee and in fact of all the witnesses who were called to testify.

Mr. Walsh's attitude toward the principal witnesses was so outrageously unfair that it provoked a protest from two of his associates, Mrs. Harriman, and Mr. Weinstock. Mr. King bluntly protested against the bulldozing of the witnesses by the Chairman. The public will agree with Mr. King's statement that the manner in which the investigation was conducted is calculated to destroy the effect of the Commission's work. The severest critics of Mr. Rockefeller admit that he had sustained himself through his trying and protracted examination with forbearance that few would have shown. Mr. Bowers, one of the most influential factors in the conduct of the Colorado company, vigorously resented the imputation of the chairman that Mr. Rockefeller or any other man had dictated to him "for one minute" as to his methods of administrating his trusts.

From one standpoint, at least, the investigation has produced a good result: it has clearly revealed the unfitness of the chairman to meet the quasi judicial responsibilities entrusted to him. Not long since one of the members of the Commission resigned as an indignant protest against the manner in which the proceedings were being conducted. It would not be surprising if his example should be followed by other members at an early date.

One of the first duties of the incoming Congress will be to abolish this useless body or to provide for its complete reorganization.

Why So Many People Make Mistakes

By JAMES J. HILL

I DOUBT sometimes whether open offences to decency are so serious a matter as constant appeals to passion, to prejudice, to all that is worst in man, by the publication of statements and accusations which the slightest inquiry would have shown to be either maliciously distorted or wholly untrue. It has become very difficult now to get a thorough and impartial discussion of any economic question, of the conduct of business, of the true office and limitations of legislative action, because there is so little regard for accuracy in statement. Any stone is good enough to fling. When the people make mistakes in their selection of men, in their advocacy of measures, it is almost never because they wish or intend to do a wrong thing or an unjust thing. It is almost always because they are not merely uninformed, but misinformed. They have fed upon false representations, perversions of fact, until their minds are no longer open to the truth.

Of National Interest

EVERY national bank is interested in the suit of the Riggs National Bank of Washington against the Secretary of the Treasury, Comptroller Williams and Treasurer Burke, for if these supervising authorities can exercise their power not only to supervise and regulate but also to drive a national bank out of existence, this power should be shorn of its despotic quality.

In the court proceedings thus far practically the sole question at issue has been the motion of the Government to dismiss the bank's suit on the technical ground that an equity court has no jurisdiction in the premises. For this reason the evidence which the bank is prepared to submit in support of its allegations has not been presented. Thus far only a few affidavits have been submitted by each side. The opinion of the court, which has been regarded by some as adverse to the bank, has been rendered, as the presiding judge himself stated, "on what is before me now," a highly significant qualification, the effect of which was apparently lost sight of by the reporters for the daily press.

Mr. Hogan, junior counsel for the bank, stated to the court that when it came to the merits of the case, the bank was ready to display fifty or sixty letters from Comptroller Williams and submit whether that correspondence did or did not show "bad faith, arbitrary abuse of power and malice on the part of Mr. Williams." To this the court replied, "That is true on the merits, but I am called on to pass upon what is before me now." All this evidence was offered for the court's information on the first day of the proceedings, but counsel for the Government argued that it should not be submitted at that stage, and in this the counsel for the bank acquiesced.

Whatever the final decision of the court may be, it is important that the facts of this remarkable case should be fully brought out for the information of the public and especially for the information of national banks. The facts may have far-reaching consequences as affecting the future administration of the Comptroller's office.

The Value of the Surrogate

THE proposition that the office of surrogate be abolished in New York State, and its duties relegated to justices of the Supreme Court, is being mooted once more. Such a change in the agency of probating wills and settling estates has, however, little to commend it and is not likely to receive effective support. It has not even the argument of immediate economy in its favor, for the scheme is to make the surrogates members of the Supreme Court at higher salaries than they are drawing now. A very serious disarrangement of the work which has been in the main well performed by the surrogates would almost necessarily follow the abolition of the office. In every line of business there is need of special skill.

The master of law who becomes a surrogate naturally specializes on the matters with which he has to deal, becomes familiar with them in all their phases and expert in disposing of the often complicated and difficult questions submitted for his judgment. Under his jurisdiction the business is transacted promptly and smoothly and to the satisfaction of all concerned. He gathers about him a staff which, when he himself is otherwise busied, can be depended on to advise or inform persons looking to guidance by the court.

But if surrogate duties were laid upon the thirty justices of the Supreme Court, no one of these would be required to give particular attention to that branch of judicial work. Each would have to take it up in turn and for short periods only. However able the justices might be, they could not, under the proposed system, learn to handle the work so skillfully as a judge who made it his exclusive care and devoted to it years of study and practice. The cases now quickly settled would have to come up in their order on the calendar, and thus they might be long delayed. This would be doing injustice to petitioners and litigants. In short, the surrogate's business, instead of being as now attended to thoroughly, and immediately, would be treated with more or less indifference—nobody being individually responsible for it—and a poorer brand of service would be rendered to the public.

The Plain Truth

RETORT! It was a battle of the wits when ex-Senator Bailey of Texas clashed with the Hon. Samuel Untermyer of New York at the hearing over the noted Riggs National Bank case in Washington recently. Mr. Hogan, an associate of Senator Bailey, gently chided Mr. Untermyer for interrupting and the following passage-at-arms occurred: "Oh, Mr. Hogan," exclaimed Mr. Untermyer, "there is too much Irish in you." Senator Bailey, coming to the relief of his associate, responded: "Well, Mr. Untermyer, there is no Irish in you, but you come of a great race, the greatest in the world—except the Irish." Rarely have the Jewish people received a higher compliment.

VANDERBILT! "Come and let us save the kiddies." These were among the last words of Alfred Vanderbilt, standing on the deck of the doomed *Lusitania*, going down to an unknown and unmarked grave. What an answer in this simple act of genuine heroism to those who are everlastingly maligning men of wealth! When the history of this era comes to be written, the names of our great captains of industry will remain indelibly inscribed upon its pages, while those of the conspicuous agitators of the day will fade into the obscurity from which, in the inscrutable wisdom of an over-ruling Providence, they were permitted to emerge.

UNFAIR! Dissatisfied with the results of arbitration of the Western railroad men's demand for higher wages, representatives of the latter threaten to appeal to Congress to investigate the arbitration board's proceedings. Although the railroad workers were granted a substantial increase, they did not get all they wanted, and they are blaming one of the arbitrators, the Hon. Charles Nagel, of St. Louis, formerly secretary of Commerce and Labor at Washington, for their disappointment. Mr. Nagel has administered large properties which included considerable amounts of railroad securities. It is, therefore, alleged that he was not a proper man to sit on the board, as he must be biased in favor of capitalism and prejudiced against labor. This unreasonable attack on Mr. Nagel is led by President Stone of the Brotherhood of Engineers and President Carter of the Brotherhood of Firemen. Both these union officials were on the board with Mr. Nagel whom they accuse of undue partiality towards the railroads. It does not seem to occur to them that they might quite as truly be accused of undue partiality towards the workmen, and that that would be fully as heinous an offense as the one they impute to Mr. Nagel. It was the board's duty to deal impartially with both sides, and its decision seems to have been just. It is foolish to claim that because a man owns, or is attorney for owners of, property, he is therefore too unfair to do justice to employees. That notion is contradicted by the example of hundreds of prominent employers of labor in this country who treat their workmen with the greatest consideration. Attacks like this on Mr. Nagel must be condemned by all level-headed Americans.

The Trend of Public Opinion

By CHARLTON BATES STRAYER

Italy Crosses the Rubicon

NO enemies are so bitter as friends who fall out. The hatred of Germany towards England promises to be rivaled by Austria's bitterness towards Italy for the latter's "unutterable treachery" in entering the war. In a manifesto to his troops following Italy's declaration of war against Austria-Hungary, Emperor Francis Joseph said: "Perfidy whose like history does not know was committed by the Kingdom of Italy against both allies." Italy's entrance into the conflict has created the wildest enthusiasm among her people. For months the Government had striven to remain neutral, but the voice of the people, expressing the national aspiration of a united Italy, prevailed. In the "Green Book" Italy presents her case very convincingly, but it must be remembered it is a one-sided statement. The text of the Triple Alliance has never been published to the world, but Italy declares that it was "essentially defensive and designed solely to preserve the status quo, or, in other words, the equilibrium in Europe." Italy claims further that the ultimatum sent by Austria to Servia was in direct conflict with treaty obligation to consult her allies before taking such a step. In addition to this, Italy contends that the treaty "recognized the right of compensation to the other contracting parties in case one should occupy temporarily or permanently any section of the Balkans." On the ground that Austria-Hungary violated the first two provisions of the Triple Alliance, Italy declined last summer to be any longer bound by it, and refused to enter the war. Upon the third point—that of compensation for occupancy of Serbian territory—Austria refused to treat until Germany brought pressure to bear upon her. Negotiations were then opened and Prince von Bülow was sent by Germany to Rome to facilitate a settlement that would keep Italy neutral. After months of negotiations the concessions offered were deemed inadequate, and the Italian Parliament voted to enter the war on the side of Great Britain, France and Russia, with whom she has doubtless a satisfactory understanding as to territorial expansion and protection of her national rights at the close of the war.

Before leaving Italy, Prince von Bülow is reported by the *Giornale d' Italia* to have blamed Austria for treating Italy unfairly. The Cologne *Gazette*, commenting on the new phase of the war produced by Italy's entrance into it, says: "It will lengthen it, increase the bitterness of the struggle and probably draw other nations into the arena." The view of the Allies is expressed by Sergius Sazonoff, the Russian Foreign Minister: "Italy's entry into the war will make the war much shorter in duration; it will have an enormous influence on the attitude of neutral countries, and it will lead to the rapprochement of states whose interests seem at present to be opposed." It remains to be seen whether the Balkan States will follow Italy's lead and enter the war on the side of the Allies.

American Rights Recognized

IN its efforts to cut off Germany's trade with the rest of the world by means of a "long-distance blockade," in retaliation for the German submarine warfare, Great Britain seized many vessels carrying cargoes from the United States to neutral ports in Europe. The British contention was that, though the goods were consigned to parties in Holland, Norway and Sweden, there was presumption, if not proof, that they were to be reexported from the countries named to Germany and Austria. The commodities in question comprised cotton, copper, foodstuffs, etc., including meats shipped by American packing houses and valued at $15,000,000. The seizures were made in accordance with British orders in council which our Government, in a formal note, had held to be interference with American commerce contrary to the international code. Great Britain announced that if the prize court found that the ships did not convey contraband goods, they would be released and the cargoes would be bought by the British Government. Great delay, however, was experienced in bringing the cases into court, and months went by with no indication of judgment and settlement. This roused the indignation of American shippers, and especially the packers, who claimed that the meats they had sent abroad were spoiling in the ships' holds. Recently a strong deputation of these producers visited the State Department at Washington to urge it to take vigorous steps in their behalf. Not awaiting the Administration's action, however, the aggrieved shippers called at the British Embassy and had a satisfactory conference with the officials there. At this conference it was decided that the British Government should at once purchase and pay for the packers' consignments at prices suiting the consignors. So far as these men were concerned, therefore, the State Department was relieved of the need of making a protest. Besides, Great Britain had suddenly begun to expedite the disposal of the detained vessels, which at latest advices numbered thirty-nine, three being American owned. But it has been persistently rumored, in spite of official denials, that the State Department had prepared a resolute note on the subject of these ships. Indeed, in some quarters it was suspected that it was knowledge that such a note had been drawn up which stirred the British Government to greater speed. The intimation was that the note was being withheld only until a reply could be received from the German Government to our protest against the torpedoing of the *Gulflight* and the *Lusitania*.

Pan-American Ships

THOUGH called primarily to consider the problems of finance between North America on the one hand and Central and South America on the other, the Pan-American Financial Conference was more stirred by the question of improved transportation than any other. President Wilson voiced the interest of the three hundred bankers and business men attending the Conference when in his speech at the opening he said: "I am perfectly clear in my judgment that if private capital cannot soon enter upon the adventure of establishing these physical means of communication, the Government must undertake to do so." Mr. A. Barton Hepburn, Chairman of the Board of Directors of the Chase National Bank of New York, in addressing the Conference said: "So long as we send our ambassadors to South America by way of Europe, so long as our commercial transactions with all that country to the south of us are consummated through the bankers of Europe, we can hope to attain but little progress or achieve much success in the attempt to obtain reciprocal commerce with these countries." The Sub-Committee on Transportation of the Conference is said to be considering the creation of a Pan-American steamship line with a capitalization of half a billion dollars to provide rapid, regular and safe transportation between North and South American ports. But as Mr. Hepburn suggests, "Congress must liberalize the laws under which vessels may be manufactured and manned in this country," before American capital can be induced to build ships to fly our flag. There is no reason to believe that President Wilson's proposal of government-owned ships will meet any more favorable response now than when it was defeated last winter. The country is interested, however, in the improvement of transportation facilities with South America and would probably listen to a postal subvention or out-and-out subsidy to bring this about.

"Britain's Deadly Peril"

A BOOK with the above title, by William Le Queux, formerly of the British Secret Service, was suppressed by the British Censor immediately upon its publication. Mr. Le Queux holds that censorship is the root of the dangers now threatening England. From November 20, 1914, up to February 17, 1915—a period of the intensest anxiety and strain—not one single word of news came from the Commander-in-Chief of the British Army. The author holds that the British public does not realize even to-day the full gravity of the situation, and that the full story of the part taken by British troops in preventing the German drive to the Channel ports last fall would have done more for recruiting in a week than the methods used accomplished in a month. He makes the remarkable statement that German spies are still active in England, and expresses the opinion that with their aid it would be possible for Germany to land troops at some unexpected spot on the East Coast and to work terrible havoc before overpowered. Another remarkable statement is that Great Britain has been actually supplying the German armies, through neutral countries, with tea and cocoa, while the prices of these and other foodstuffs at home are rising beyond the reach of the poor. Before the war Holland was an exporter of cocoa to England; since the war she has been the principal importer. The same thing he shows to be true of tea.

Watching the Nation's Business

By THOMAS F. LOGAN, LESLIE'S WEEKLY Bureau, Washington, D. C.

Chairman Walsh's Great Ambition

WITNESSES who appeared before the Industrial Relations Committee probably have been wondering why Chairman Walsh has heckled them with such determination and bitterness. The explanation can be given. Mr. Walsh wants to be a member of the United States Senate. He wants to succeed Senator Reed, of Missouri, whom he cordially dislikes. Mr. Reed, like former Governor Folk, made his reputation in Missouri by heckling people. He is now the most loquacious and radical man in the Senate. Mr. Walsh is merely trying to out-radical Reed. He is aware that President Wilson, who appointed him chairman of the Industrial Relations Committee, is thoroughly disgusted with the methods of the commission. Probably there is not a member of the Cabinet who does not feel that the biased and socialistic methods of the chairman have completely destroyed the usefulness of the commission. But Mr. Walsh thinks that someone close to the President prejudiced the latter against the commission. Therefore, he is vainly, wildly and incoherently endeavoring to convince the President that the prejudice is all wrong; that everything in the world is crooked with the exception of the chairman of the Industrial Relations Commission himself. More than anything else, however, he would like to be one of the two Senators from Missouri and he thinks the best way to get into the limelight is to attack everything and everybody, making the talkative Reed look like a piker.

Pan-American Conference

SEVERAL concrete results have already come from the Pan-American financial conference. One is the suggestion from Argentina that there be drafted a code for the adjustment of individual commercial disputes between citizens of the United States and the citizens of Argentina whereby these differences can be settled through arbitration. A business court probably will be established as a result of this conference. The court will be extra-legal, not actually carrying the authority of either government with it, but it will be a refuge to those merchants and financiers who want speedy judicial action in their commercial disputes with merchants and financiers of Argentina. Frank A. Vanderlip was a member of the committee of business men of the United States and Argentina which evolved the plan. It is in line with the suggestion made by the Chamber of Commerce of New York recently looking to the establishment of an international business court where such disputes among individuals, engaged in international business, might be adjusted. It is the first step in that direction and, incidentally, it may lead to the larger goal. Paul M. Warburg, representing the Federal Reserve Board, disclosed the fact that the counsel for the board had rendered an opinion which permits the Federal Reserve Bank to accept for rediscount the paper exchanged in South America in trade with nations other than the United States, as well as the United States. This means that the United States can do in South America what Europe previously had been doing—act as a banker in the international transactions of Latin America. It will open the door to a larger trade, since financing is at the bottom of the problem of increased commerce with South America.

A World at War

THERE are now 1,721,000,000 men, women and children, civilized and uncivilized, living on this planet. Of these 976,296,000—or more than one-half—are at war. The population of the nations comprising the Allies is as follows: British Empire, 422,000,000; France and colonies, 94,000,000; Russian Empire, 171,000,000; Italy and colonies, 36,800,000; Belgium and Congo, 23,000,000; Japan, 67,000,000; Servia, 2,900,000 and Montenegro, 516,000; total, 817,216,000. The population of the nations on the side of the Teutons is as follows: German Empire, 78,000,000; Austria-Hungary, 49,500,000; Turkey, 31,580,000, or a total of 159,080,000. On the face of it, there would seem to be overwhelming odds in favor of the Allies. But the mere fact that Japan, with her 67,000,000 population, can dominate 416,000,000 people of China throws a new light on the importance of population in relation to efficiency and military preparedness.

Free Trade in the United States

ACCORDING to the law of averages, the United States is now a free-trade country. Not only has the existing "tariff-for-revenue-only" failed to raise revenue, but Secretary Redfield, of the Department of Commerce, admitted frankly at a recent Cabinet meeting that more than 63 per cent. of the imports now coming into the United States have been free from duty. All that remains of the tariff—for revenue or any other purpose—is 37 per cent. There is a widespread delusion, fostered carefully by Secretary Redfield and others, that the European war has stopped all imports of the United States, thereby giving the manufacturers and farmers of this country the equivalent of a protective tariff. Nine out of ten Democratic politicians will say, whenever the tariff is mentioned, that this issue has been killed by the stoppage of imports. Mr. Redfield, in his statement to the President at the Cabinet meeting, made much of the fact that the imports, as a result of the war, had dropped from $173,762,114 in April, 1914, to $160,576,106 in April, 1915. Even those figures, indicating a decrease of about ten per cent., scarcely bear out the statement that imports have stopped. But greater significance is found in a comparison of the imports of April, 1915, when the war was in full swing, with the month of April, 1913, when a protective tariff was in operation. The imports of April, 1913, amounted to $146,194,461. Thus, even with the war operating against imports, the displacement of American goods amounted to $14,000,000 more in April of this year than in April of 1913, when the protective tariff was in operation. The figures of April, 1914, merely indicate the growth of imports under the free-trade tariff.

American Aid for Belgian Refugees

Photos Courtesy of Rockefeller Foundation



SHELTERED AND FED BY HOLLAND

The dining room of the refugee camp at Gouda. These unfortunates have nothing to do but play cards and gossip all day long. Employment cannot be furnished because Holland has many unemployed citizens of her own.

HOLLAND, through contributions of individuals, supplemented by the generosity of its government, has furnished food and shelter for a vast number of Belgian refugees. This number at the beginning of November was approximately 800,000 but has been reduced through the return of these unfortunates to their own country, or their removal to England, to about 250,000. The Dutch government, however, did not and could not undertake to supply all the wants of such a vast number of people, and the Rockefeller Foundation, through an investigation made by its representative, Mr. Charles Jenkinson, last December, discovered that the most pressing need of the Belgian refugees in Holland was for warm clothing. The Foundation, therefore, undertook to supply this need. As the Commission for Relief in Belgium was not prepared to handle shipments of clothing, the representatives of the Rockefeller Foundation suggested that large amounts of such material accumulating in Rotterdam should be turned over to the Foundation to be assorted and properly packed and to be divided between the destitute in Belgium and the Belgian refugees in Holland.

The labor needed was supplied by Belgian refugees and by February 22d 12,476 cases of clothing had been sorted, packed and distributed to various parts of Belgium and Holland. These cases contained 1,386,572 articles of clothing. A great deal of the clothing received was second hand and badly packed, in some cases being put in boxes with vegetables, salt fish, fruits and canned goods, with the result that much of it was found to be in a worthless condition and had to be thrown away. Representatives of the Foundation were deeply impressed with the deterioration of the mental and moral qualities of the Belgian refugees consequent upon their enforced idleness in Holland. After the distribution of the clothing was effected, the task of finding occupation for the Belgians was undertaken. The Foundation appropriated $75,000 with which to buy materials for the manufacture of underwear and other garments, and in all about 5,000 Belgian women and a few men were given employment. A committee of Dutch women cooperated and the Dutch government, as far as possible, furnished light, airy rooms in which this work could be carried on.



A CORNER OF THE CHILDREN'S HOSPITAL

Many children were separated from their parents in the wild flight from Belgium, and not all these scattered families have been reunited

The Rockefeller Foundation urges that no more second-hand clothing be sent to the Belgian refugees. While new clothing of medium weight is acceptable, the great demand is for material suitable for making both men's and women's clothes. Thirty-four sewing classes have been established in as many concentration camps in Holland and the women who form them are able to make whatever kind of clothing is most needed. The wages paid are small, but the bad effects of the long-continued idleness are offset. In the judgment of the representatives of the Foundation, who have studied the situation, all the Belgian refugees in Holland should be urged to return to their homes, where they can find employment.

Gifford Pinchot, who has been active in Belgian relief work, says that for the first time in war a whole nation of 7,000,000 people, to say nothing of as many more in northern France, are being fed because they cannot feed themselves.



REFUGEE QUARTERS AT GRONINGEN, SHOWING A FEW OF THE INMATES

They are housed in a former bicycle factory. The government of Holland has issued bonds to raise funds to care for these unfortunate neighbors. Where necessary the government has relieved citizens of the refugees that they undertook to care for at their private expense. Many Dutch families, however, are still sheltering refugees in their homes.

Things I Saw in French Army Bases

By ENOCH VINE STODDARD, Special Correspondent for LESLIE'S.

Photographs by the Author



DINNER TIME ON THE FIRING LINE



A HOT MEAL WITHIN 80 YARDS OF THE ENEMY

PARIS, May 10.

A HALF-YEAR in France has given me exceptional opportunities of studying the French army at close range, the organizations of the rear—the business end of the army it might be called—as well as the hardly more important or more interesting fighting line where bullets spat against trench parapets. An army is the oldest of human collective activities. Today it is the most complex, and unfortunately, the most essential. Dr. Johnson says in his dictionary that it is a "collection of armed men obliged to obey one man," bolsters his opinion up with several scraps of poetry and lets it go at that. Applied to the armies of Europe and Japan this definition is so inadequate that it sounds ironic. Though I can quote no poets to back me up—besides I do not see that they know anything about it—I believe that the immeasurable organizations of the present are more nearly defined as *the mobilized military resources of a nation.*

To do more than suggest the hugeness and detail of such an organization in an article is of course impossible. Every useful man, the women even, the last lump of ore in the hills, form part of these resources, but until the man is trained and the ore metamorphosed into bayonet or shrapnel-case they do not form part of an army. Incidentally more time and more elaborate organization are required to make a soldier of a man than to turn out a big gun. France, which at the beginning of the war was woefully deficient in heavy field artillery, is now splendidly equipped, while England is still making desperate efforts to put an army in the field—and not succeeding very well. I know this is not the usual view taken of England's land war, but England is today doing her utmost in an attempt to hold about 10 per cent. of the western line.

Of course the first essential of an army is discipline, as without it organization is impossible and, organization lacking, the vastest resources remain simply ores and men. The first division of the great army is into armies, each with its complement of the infantry, engineers, aerial squads and so on—and each about the size of a city of the class of Providence or Rochester or Denver. Imagine moving several of these cities on a moment's notice and within a day, placing the whole population say 20 miles away, each streetful of inhabitants to be in the same relative position to each other and to every other streetful as when the start was made and you have some idea of one of the things an army must be able to do. And further, every inhabitant must be fed, ready for business, have his tools and the material for them at hand so he can go on with the routine of his life. Von Kluck moved more people than there are in any of these cities more than 20 miles a day for days on end.

The business of an army is to prevent war, but if war comes, to fight. To do this it must have machines. If it were not that without trained and disciplined men they are useless, I would be tempted to say that machines are of more importance in modern war than men. In any case the object of the tremendous organization is to get men and machines of the greatest efficiency where they are needed and keep them at the highest pitch of fighting ability. The motor car has a great deal to do with the possibility of achieving this—though if Germany should win the war it might be, perhaps, more because of her superiority in railroads than any one other thing. And 3,200 trains are said to have been moved over a section of a French railroad in a single day!

An officer of the French general staff estimated for me—these figures are not official, of course—that the French army has 90,000 motors. About 6,000 are with each "fractional" army. They are used for every sort of transport, artillery, food, aeroplanes, men and the poor devils who were men before the lord of battles wrecked them. No thought of damage to the car can halt it in army service, and to keep the cars running the mobile repair shop has been evolved. All the tools—lathes, forges, hydraulic presses—of an up-to-date machine shop have been designed and installed in automobiles together with the electric motors to run them, and a vast collection of spare parts and tires, carefully classified, also form part of these units, three of which are attached to each army. That the cars may be kept running, parts are substituted



KEEPING WATCH THROUGH A PERISCOPE

and the broken one repaired after the car is again on its way. And these shops are efficient. While I was in one of them a big Paris autobus which had been delivering fresh meat to the troops at the front lumbered in, had one of its solid tires replaced and was on its way again in about five minutes. The corporal who was boss of the job insisted that it was a slow one, that three minutes was the usual time. These shops are located sometimes within sound of the guns, and if need be can make a quick move. They can pack every bolt or tire and move in a day, or in an emergency cut the wires, crank the motors and leave only the supplies behind.

The organization of this department, like all others extends far; all the way back to the factories of motor radiators for example; or to the buyers, some of them in foreign lands, who keep up the supplies of sundries and new cars. I saw many American trucks in use. In one town I passed through there was a park, said to contain 150 and to be one of three like it in the same town. These were being held ready to replace old cars as they were scrapped.

An army still moves on its belly, though it takes that belly to war in a motor, and the task of feeding even a motionless army is enormous. The daily field ration of the French soldier consists of 500 grams of meat, 750 grams of army bread, what vegetables and sweets may be available and a half litre of wine. Coffee is usually on the bill of fare. In many places in the trenches I have seen the soldiers eating a fairly hot dinner within less than a hundred yards of the enemy while bullet and shrapnel and bomb furnished music with the meal. Dinner time is not at all regular, as it is not entirely safe to enter the trenches—less safe than to stay there—and if the hour were regular the Germans would come to know it and shoot up the "waiters" on their way from the field kitchens. Though there is no formal announcement of dinner by bugle, I noticed that the troops were not tardy. On one occasion, at least, I believe the Germans smelled the food, as they threw an unusual number of bombs toward the distributing point and scattered a disagreeable quantity of mud about.



EVEN THE WHEELBARROW IS UTILIZED

To feed troops like this is the result of a long period of preparation before the war began, and an interesting story is told of two depots in a city in southern France where for years the commanders had been responsible for a number of most awkward iron castings of which none knew the use—until war came. Then each commander was ordered to bring the castings to a certain place where an outfit of troops from a third post combined the two stocks and in about an hour great ovens were busy baking army bread.

Fresh meat is sent to the troops largely by means of the versatile Paris autobusses converted into itinerant butcher shops, and I remember seeing one with the sign "Madeleine-Bastille" still displayed bumping down a muddy hill in Champagne and in the forest north of Compiegne meeting a mule with a fine side of beef on its back. Even the humble wheelbarrow is not neglected. The slaughter houses from which they act as delivery wagons are in railway centers and have been developed into regular packing houses which use much that was formerly wasted. Grease, for instance—it is astonishing how much grease an army needs—is tried out from otherwise useless parts and helps to keep blistered feet or rusted gun or fat-craving stomach in condition. Portable field try works and chemical laboratories have been perfected and if ever the armies get on the move again the essentials of the packing house can accompany them.

And it is necessary to help the soldier if he is wounded or sick as well as to keep him in condition. If more efficient preparation had not been made than that of the United States in the Spanish war, when we lost more than twelve times as many men from disease as from bullets, the last reserves of the countries would now be in the field. Yet it is more important and in the end more humane, since it means shortening the battle, to keep all fit men in the firing line and supply them with the necessities of war than to weaken the fighting force for the sake of the wounded. But great efforts are made and superb devotion shown by the ambulance corps in helping the wounded at the earliest possible moment. Unfortunately the indifference of the Germans to the Red Cross flag makes this work more difficult than it should be. After the wounded man reaches the field hospital, perhaps after long hours of unattended suffering, his wounds are cared for as best may be in an emergency way. These field hospitals are located just behind the firing line and owing to the German habit of firing on them they not only do not display flags but every precaution is taken to keep their location secret. Where time permits they are made as bomb proof as may be. I have never seen batteries as carefully dug in and sheltered as are the field hospitals. This necessity for subterranean dressing rooms is the cause of much of the dreadful infection of wounds that causes so many deaths in the base hospital.

From the field hospital the wounded are taken to the base hospital on a hospital train if possible, if not, on any train. The base hospital is near or in the station. Here the wounds are dressed, an inoculation of the anti-tetanus serum which has saved so many lives is given and the wounded sorted for treatment. Those who can stand it are sent as far from the front as possible that the nearer hospitals may be kept clear for emergency. It is in caring for the wounded that the splendid women of France have had the best opportunity to show their devotion and efficiency, which are equally wonderful.

By no means the least essential branch of the service is that portion of the engineers which keeps the remotest troops in touch with each other. The army in the field is about as well supplied with intercommunicating telephone service as a modern hotel; battery and trench and commanding officer are in touch; and on the heels of every advance come the telephone men with their reels of wire and instruments all ready to be installed.

And surely the least conspicuous of all are the corps of headquarters clerks—the office force—yet they too are the product of long training and are indispensable. Big guns in action, engineers throwing a bridge across a swollen river, the bayonet charge, these are picturesque—and impossible without the help of the unsensational rear.

People Talked About



MICHIGAN'S ONE HUNDRED PER CENT. BABY

Mary Van Allsburg, of Coopersville, Mich., aged two years, is said to be the best baby in the State. The judges at the 'Better Babies' contest at the West Michigan State fair, pronounced her perfect. She scored 100 per cent. according to the schedule of the American Medical Association.





TEXAS HAS A PERFECT BABY, TOO

The judges of the Better Baby contest held in connection with the Texas State fair gave Grace Gulden, of Dallas, a perfect score. She was subjected to rigid mental tests, was measured for symmetry and was examined for physical defects. The judges could find nothing to criticize. She is two years old and is the daughter of Mr. and Mrs. Arthur Gulden. She was the first baby in the State to make a perfect score.



GAVE THE PRESIDENT A GRANDDAUGHTER

Mrs. William Gibbs McAdoo, wife of the Secretary of the Treasury, formerly Miss Eleanor Wilson, is the mother of a daughter, who was born on May 21st. The child, who is President Wilson's first granddaughter, has been named Ellen Wilson McAdoo, in honor of the late Mrs. Wilson.

A CHICAGO FAVORITE

Virginia Fissinger is a clever dancer who recently has been appearing in the cabaret at the Blackstone Hotel, Chicago. Her youth, beauty and grace have made her very popular. Cabaret shows are much in favor in Chicago and thoughout the West, though the idea has reached its highest development in New York, where the authorities are threatening to regulate them.



WOMEN BEAUTIFY BALTIMORE

Mrs. Bayard Turnbull in the costume of a peasant woman of Volandam, Holland, at the Flower Mart held by the Women's Civic League of Baltimore, for the benefit of the Home Garden section, which endeavors to improve the beauty of the city by promoting cultivation of unoccupied ground. It was held at the Washington Monument.



DUVAL WEST HONORED IN MEXICO

Reception given by Dr. and Mrs. Cardoso de Oliveira for Duval West, special emissary of President Wilson in Mexico, at the Brazilian Legation in Mexico City. Dr. Cardoso, the Brazilian minister, has efficiently looked after American interests since the Vera Cruz incident. Mr. West is to the left on the lower step while Dr. Cardoso is to the right. Arnold Shanklin, American Consul General to Mexico City, is at the extreme right. It is rumored that as a result of Mr. West's investigations the President may change his Mexican policy.



FOUGHT FIRE ON SHIPBOARD FOR 14 HOURS

Captain S. C. Hiortdahl, of the Norwegian-American liner *Kristianiafjord*, had an exciting time on his last trip to New York. Fire was discovered in the hold while the ship was in mid-ocean. She was stopped and the life-boats lowered. The 805 passengers were awakened and put on life-belts, but after 14 hours' fighting the flames were subdued.



WOMAN POLITICIAN SUCCESSFUL

Miss Laura Tygett was recently elected town clerk of Herrin, Ill., after a spirited campaign in which she was opposed by an experienced man politician who was seeking reelection. He was crippled through the loss of an arm in a mine accident and was also a local labor leader. Miss Tygett made a house-to-house canvass and got votes from all classes of society. She is the only woman town clerk in the State.

Leaves from a War Surgeon's Diary

By FRITZ ARNO WAGNER, Special Correspondent for LESLIE'S

BERLIN, May 5, 1915.

A YOUNG surgeon of the Imperial guard, whom I met at the home of an Austrian painter before he left with his regiment, returned from the Russian frontier in such a state that I hardly recognized him. He was not wounded, but the strain and hardships of three weeks of continuous fighting in the field in the vicinity of Prasynsz and Suwalki gave him the appearance of a man in the extremities of a severe sickness. The surgeons and sanitary corps of the army see some of the hardest service in the field. They are obliged to stand while bandaging wounded men under fire, though the soldiers may seek cover, and worse than all else a soldier, even in the trenches, has his hours of repose, but for the surgeons there is no rest while work is to be done. "The whole trip," said this surgeon as I chatted with him at his home in Berlin, "is to me like a bad dream;" and to picture to me some of the incidents of that three weeks' nightmare of battle, he read to me page after page from his war diary. I am permitted to copy extracts from it and as I have read or heard nothing else which gives me such a vivid idea of what war really is, I think these fragments are well worth reprinting in far off, peaceful America.

March 16th.—We marched into a small village, Prasynsz. In the center of the village there is a fine stone church and behind it an open space, 100 feet square. Here our men put down their arms for a while to enjoy a much-needed rest. I was leaning with two corporals against the church door when a heavy thunder broke. The morning mist had been dispelled, leaving a pleasing blue sky with only here and there a few white clouds that occasionally covered the sun. A whizzing noise passed over our heads, and with a terrible crash a shell exploded in one corner of the open space. The small wooden barracks that lined it was scattered over the whole place, and several of our men were injured. Behind the church were a few barracks and some bushes which we believed to be a safer place. Before the second shell came down the open square was empty, but half our men would have been killed if they had still been there. A few minutes passed and we thought the Russians had stopped shelling us, but our optimism was dearly paid for. A Russian air scout flew over and located us, although we did not shoot at him in order that we might not indicate our hiding place. A few minutes later the Russian artillery bombarded the church, destroying it completely. We had to leave our position and arrange at the entrance of the village a field fortification. We called for artillery, but the Russians were shooting so splendidly that our gunners could not reply. For four hours they had to leave their guns. At noon the Russians ceased firing, apparently because they had no more ammunition. Being pretty hungry we started up our field kitchen in the vicinity of the ruined church, but the Russians evidently saw the smoke of the goulash cannon and started a terrific bombardment. Our men hurried the field kitchen around behind the barracks and only one of them was hit, losing three fingers.

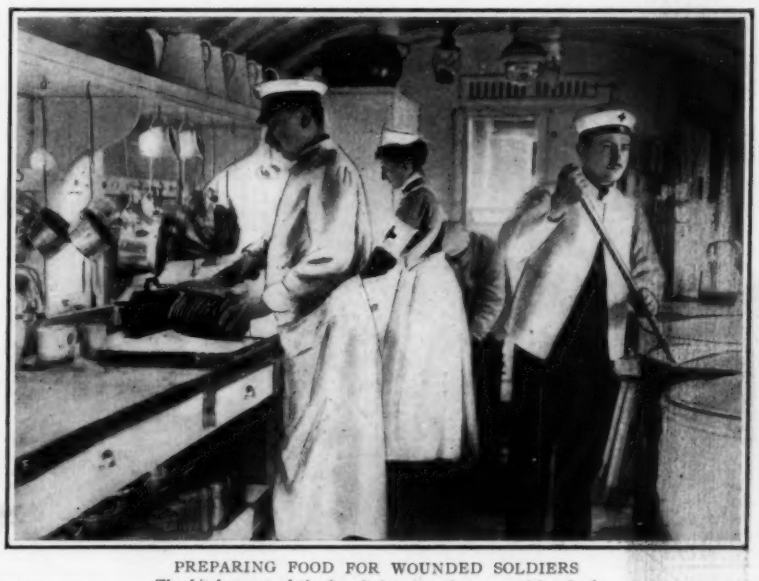
March 18th.—To-day I met General von Mackensen. I served him with dinner in our field hospital. We had oxtail soup, goulash with potatoes and cheese. The General was in very good spirits and told to the other guests several funny stories which kept us laughing during the whole day. One thing the General does not like is to be answered in a low tone of voice. I know that he gave three fellows two hours' hard work each for having spoken to him in inaudible voices.

March 25th.—This is the ninth day on the battlefield. For three days we have been fighting against the Russians. Before us is a very large level field. Russian shells explode every second and we cannot move. A man who would attempt to cross the space would surely meet with the same fate as our many comrades who now lie there. In the center of the field are three wooden barracks. Several times we have tried to advance and seek shelter behind them, but in vain. As soon as we are out of the trenches shells decimate our men and during the whole day we have been bandaging the wounded deep down in our holes in the earth. The whole company is mad because we cannot see the enemy. "Where are they?" That is the question. Behind the trenches we established a small field hospital. That night we made an attack against the enemy we could not see. At 8 o'clock the drummer sounded the alarm. Step by step we advanced, lying down at intervals, listening, looking in the dark for the enemy like a cat for a mouse. The silence made one nervous. I was with the captain and able to observe everything close to us. The men lay in the mud three feet apart. You could hear the beating heart of your neighbor. There was no fire as the men did not know where to aim and the Russian fire had ceased. Had it continued it would at least have furnished us some indication to their direction. For an hour we lay in the mud. Then the Russian artillery started again. Fortunately for us half the shells did not explode, but when they struck the ground near us we were so covered with mud that we could not see. At 10 p. m. we had reached the wooden barracks. Our captain learned from the bullet marks the direction from which the enemy had been firing. Then a bugle call was sounded and the company rushed toward the Russians who, having heard our bugle, made preparations to receive us and shot in our direction, wasting enough ammunition to supply an army corps for a week. I stayed behind making preparations to give first aid to the wounded on the open field.



PROFESSOR ISRAEL AND STAFF

They have charge of the hospital train furnished by the Kaiserin for the transport of wounded to base hospitals.



PREPARING FOOD FOR WOUNDED SOLDIERS

The kitchen car of the hospital train, where appetizing food can be prepared with all the facility of the best stationary kitchen.

Five hundred feet from me a shell exploded. A corporal uttered a terrible cry and fell to the ground. With the shells whistling around me I reached him and gave him first aid. He said he had been wounded in the abdomen. I took off his clothes but was unable to find any wounds, at least not where he indicated. On his right shoulder I noticed a cut about three inches long, but that was all. He seemed to suffer terribly. Taking him upon my shoulders I carried him to our field hospital. There by the feeble light of a lantern I saw his features expressed fear and unbearable pain. It was as if death had already put his hands around his throat and was strangling him. "Must I die!" he exclaimed; "if I could but once more see my wife and my girls. Oh, how I would like to live longer, but I feel I have got to go." I tried to tell him that I would save him but I felt guilty in deceiving him in this terrible moment, as I knew perfectly well that in a couple of hours he would be gone. I found that a piece of shell had penetrated to his abdomen from the wound in the shoulder. Three hours later I closed his eyes in death. Meanwhile other wounded arrived, but about 1 a. m. everyone had been cared for and two corporals took my place in the hospital, while I tried to get a few hours' sleep; but my slumbers were broken. This day I had seen so much of the destroying, cruel, merciless thing that we call war, and which I had heretofore only known of from books, and all has been confirmed that my mother has so often painted for me in her fancy.



TRAIN BERTHS SPLENDIDLY EQUIPPED

Wounded soldiers who are fortunate enough to go home on this train have every comfort. Many, however, are moved in freight cars for lack of better facilities.

March 27th.—In every small village that we reached the whole population knows in five minutes that a German surgeon has arrived. They come in great numbers for treatment, although they have nothing to pay with. These consultations are most interesting as the people cannot speak German and I cannot speak Russian. This morning a woman came to our quarters and dragged me to see her husband who was in bed, and apparently very sick. As we could not understand each other, the only definite thing I could learn about him was that he was wearing eight shirts, one over the other. Being pressed for time I gave him a couple of tablets that could certainly do him no harm, and came away. The next morning this couple were waiting for me at our headquarters to express their thanks. I think I must have treated an imaginary disease.

March 30th.—The Russian Jews are clever business men and women. Wherever there are German soldiers money is plenty. In Suwalki some Jews from Lodz had organized a casino for officers in an old restaurant. Here I got a cup of chocolate. The woman serving it spoke French admirably and knew the Latin quarter in Paris. The prices are enormous. My chocolate cost me 80 pfennig. Our soldiers generally do not ask how much. They ask for bread, coffee or what they can get and pay a price which seems reasonable to them.

April 2nd.—To-day we have been ammunition hunting — a new sport. Our captain in passing in a car over a large field containing several graves saw a shell explode between three small wooden crosses. He was much astonished when he found a quantity of cartridges from the Russian army, so we started to-day to look over some graves in the same range and found many thousand rounds of Russian ammunition which had been carefully buried.

There were many more pages to my friend's diary equally interesting, but perhaps I have given enough to show a little glimpse of this great war. In general his opinion of the Russians was very good. He said they were well outfitted and that the men were brave, but he concluded with: "Their moral qualities are far below those of the German soldier, and there is one principal defect which is very apparent—they do not know what they are fighting for."

When his shattered health is restored my friend, the surgeon, will go back to the front. Perhaps he, like so many others of his profession, will lose his life while trying to save the lives of others. But in these days we live only to serve Germany.

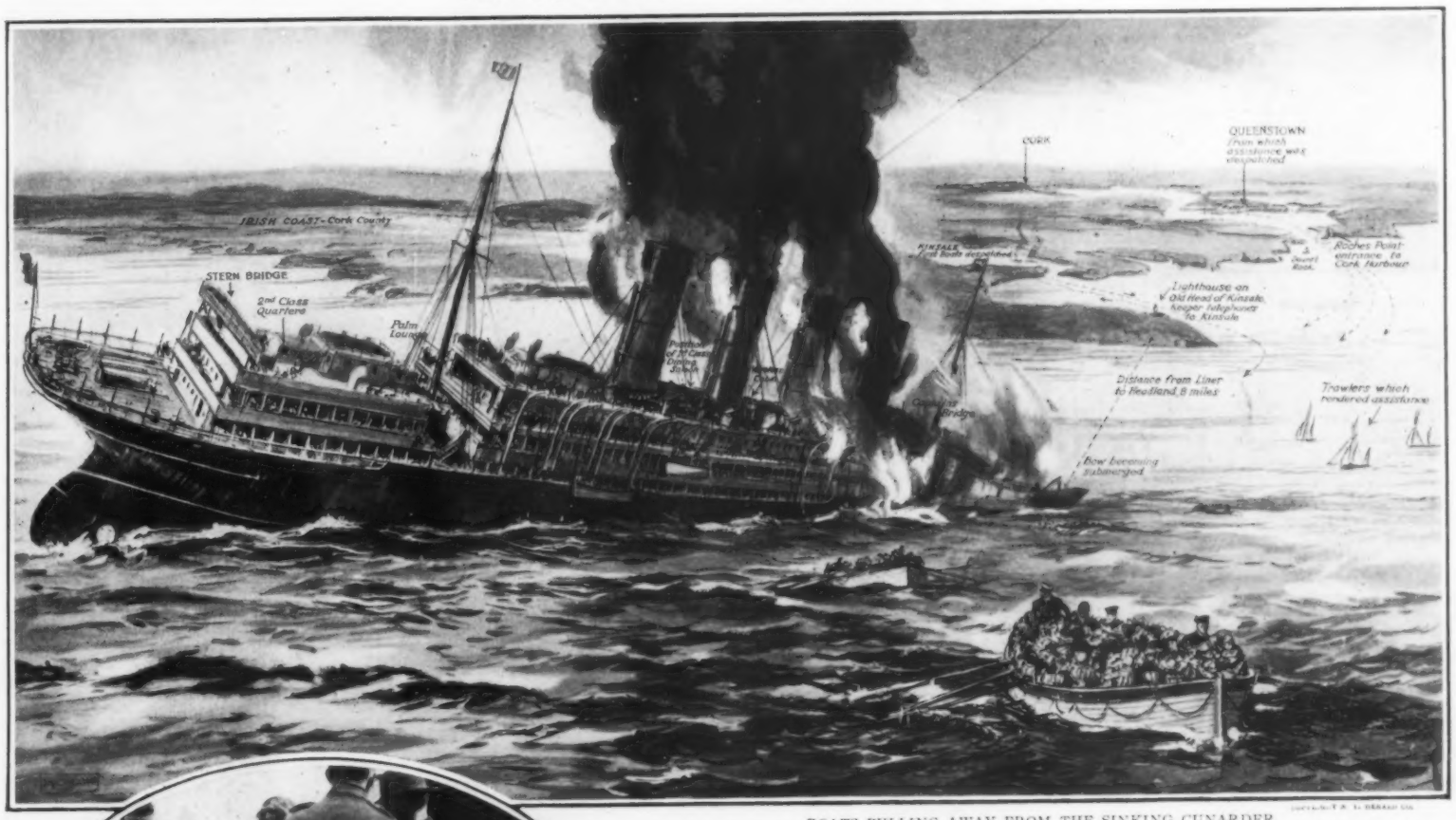
The German army is not careless of the lives of its soldiers, though. The most elaborate arrangements are made to save the wounded. I cannot give you any idea of the vastness of the hospital arrangements. In every village there is a hospital. The large cities are full of them. It was estimated for me the other day that in Germany at the beginning of May there were not less than a million sick and wounded soldiers, friend and foe. To care for these is a task of greater magnitude than has ever before confronted the medical and surgical resources of any nation.

Naturally all the doctors whose health permits are in the military service in some capacity. Of devoted nurses there is no scarcity, since all women of whatever rank consider it a privilege to care for the wounded defenders of their country, and what they lack in training and experience is compensated for, to some extent, by their enthusiasm and devotion.

I am sending some photographs of the hospital train that the Kaiserin presented to the government, now attached to the army of the Crown Prince. It is a perfect outfit of its kind, and is in charge of one of the most famous medical men of the country, Professor Israel, who, despite his years, is giving services that are rarely equalled by men of any age. The train is in constant use carrying badly wounded men from the front to the hospitals of the peaceful interior.

Terrible Tragedy of the Lusitania

Photos by James H. Hare Drawing by D. Macpherson



BOATS PULLING AWAY FROM THE SINKING CUNARDER

This drawing of the sinking *Lusitania*, with diagram of the coast of Ireland in the background, was made from careful descriptions of survivors and is accurate, with the exception that it cannot correctly show the distance to coast points. From the place where the ship sank to the Old Head of Kinsale is about eight miles. The *Lusitania* went down within 20 minutes after she was torpedoed and it was nearly three hours before help arrived.



LADY MACKWORTHY'S THRILLING ADVENTURE

She was picked up unconscious after floating in the water for more than three hours. She completely recovered in a short time, but when Mr. Hare took this picture in Queenstown, she was still suffering from the shock of the long immersion in icy water. The survivors of the disaster were taken to various ports along the Irish coast, but the majority reached Queenstown, where every care was given them. They were later sent to Liverpool, where their appearance provoked violent anti-German riots that speedily spread to other parts of the British Isles. Comparatively few of the first cabin passengers were saved, because, it is said, they had no fear that the ship would sink so quickly and did not rush into the lifeboats. The Irish Sea is frequently invaded by hostile submarines, and the boat on which Mr. Hare crossed on his way to Queenstown was chased by one, but escaped.



BURIAL OF THE DEAD

For days after the sinking of the *Lusitania* boats searched the waters for the bodies of the victims. All those that could not be identified or were not claimed by friends were buried by the government. Queenstown was literally a city of death for days. Soldiers and sailors assisted in the funeral arrangements and the streets were lined with people as the sorrowful processions passed to the cemeteries.



PRETTY NURSE SAVED

Miss Violet James, of Edmonton, Canada, on her way to England as a war nurse, was rescued. She kept her life preserver as a souvenir.



FLORAL TRIBUTES FOR STRANGERS

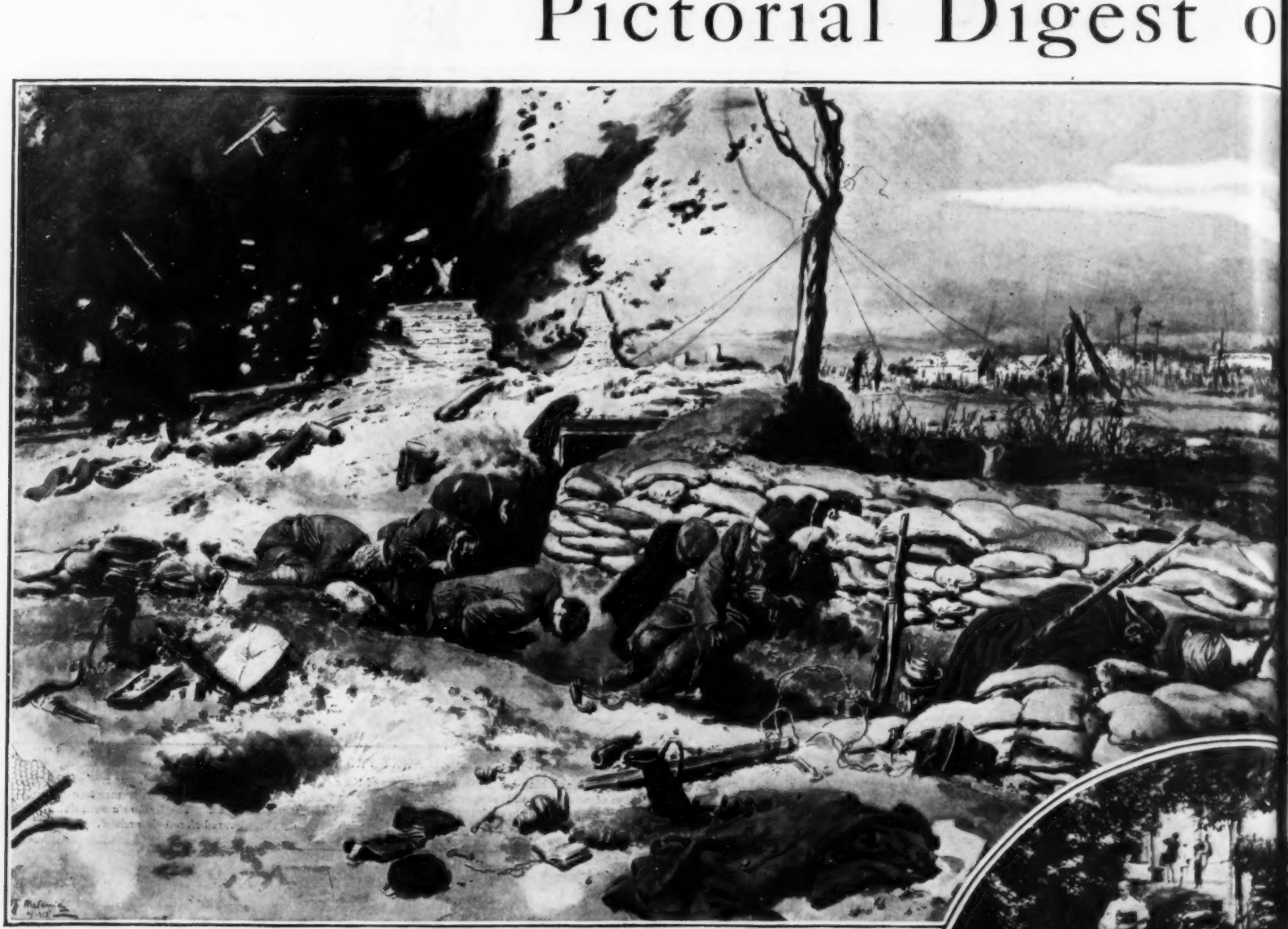
The sailors of H. M. S. *Venus*, which was in Queenstown harbor, showed their sympathy by furnishing floral designs to be placed on the coffins of the victims who had no friends at hand to render them this last tribute.



MANY BURIED IN ONE GRAVE

The unidentified victims were buried in large graves dug by soldiers. The coffins were marked to assist in possible identifications. The photograph shows service being read.

Pictorial Digest o...



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WORK OF ONE SHELL

This drawing, by the most famous of war artists, F. Matania, reproduces sketches made by him on the battlefield of Neuve Chapelle in April. He was in the trench when a "Jack Johnson" struck the ruins of a house just within the British lines. He writes that an immense cloud of black smoke rolled up, and from it a shower of formless fragments rained upon the men in the trenches. Battlefields are strewn with an extraordinary amount of litter which, during a heavy bombardment, is kept in an agitated condition by the frequent explosions of shells, much as the flotsam of the sea is moved about by waves. It was at Neuve Chapelle that the British made the first important gain of the spring campaign. It is said that the Germans have thoroughly mined the ground back of their trenches and if they should be taken the captors would be blown to pieces.



ANTI-GERMAN RIOTS IN BRITAIN AND ELSEWHERE COPYRIGHT INT'L NEWS

The destruction of the *Lusitania* by a German submarine was the inspiration of anti-German riots in many parts of the world. These started in Liverpool when the bodies of dead members of the crew were brought to their homes there, and spread rapidly to other parts of the United Kingdom. Our photograph shows the looting of a German's residence in High Street, London. Riots of great violence occurred in Vancouver, B. C., Cape Town, South Africa, and Johannesburg, the capital of the former Boer republic. In the latter place over $1,000,000 worth of property was destroyed. Minor riots occurred in hundreds of places.



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ITALIAN ARMY OFF FOR THE FRONT

Italy declared war against Austria on May 24th, and Germany accepted this action as the equivalent of a declaration against herself. King Victor Emmanuel took personal command of his armies, and an invasion of Austrian territory was under way within a few hours. One movement was against the Tyrol while the other was aimed at Trieste. The first week of the war was not marked by anything more than heavy skirmishing. Italy is said to have had 1,500,000 troops fully mobilized when war was declared.



WATERLOO FOU... YEARS ...

The battle of Waterloo, which sea... of Napole... ambition of France to dominate ... fought ... Now, just a century later, another ... terrible ... ever saw, is raging in the same are... same s... shows the present appearance of th... Waterloo, ... famous Lion Monument. During ... occup... skirmish was fou... unity.

o the World's News



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FLYING MACHINE OF THE FUTURE

The success of the Russians in handling the giant aeroplanes of the Sikorsky type has called the attention of aviators to the possibilities of the heavier-than-air machine for war and commercial purposes. This drawing is from ideas furnished by Claude Grahame-White, who believes that within a few years there will be aeroplanes with 3,000 horsepower, carrying 80 passengers.



HAND GRENADES IN ACTION COPYRIGHT N. Y. HERALD CO.

In the many assaults on trenches along the French frontier, both armies make much use of hand grenades. These are, in effect, small bombs, exploding by contact, and may be divided, roughly, into three classes. The first is too large to be successfully thrown by hand, a variety of mechanical devices being used for propelling them. The second is attached to a metal stem which fits in the bore of a service rifle, and is projected by firing a cartridge loaded with powder only. The third, the use of which is here illustrated, is thrown by hand, usually with the aid of a sling, or an attached string. At close range these are very destructive weapons.



MRS. C. B. HILLES

O FOU[illegible]EARS AGO

ich sea[illegible]Napoleon and crushed the
minate[illegible]fought on June 18, 1815.
another[illegible]rrible than any Napoleon
me are[illegible]ame stakes. The picture
ce of th[illegible]terloo, as viewed from the
During[illegible]occupation of Belgium a
was fo[illegible]unity.



ITALIAN CROWDS CHEER FOR WAR

A striking picture from Naples, showing the enthusiasm for war that swept over the country. In this connection it is said that Italy was forced to open hostilities prematurely by public clamor. It had been arranged between the Italian government and the Allies that Italy should enter the war July 1st. The resignation of the Salandra cabinet was a trick to delay the declaration of war, but it had the opposite effect by stirring up a furor among the people that the government was not strong enough to resist. Since war began anti-Austrian riots have taken place in Italy and anti-Italian riots in Austria, especially in Trieste.

NON-SKID —An Exclusive Sign

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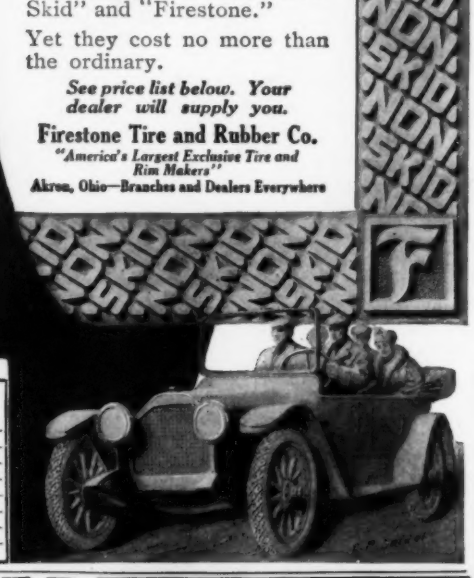
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30x3½	11.90	13.35	2.60	2.90
32x3½	13.75	15.40	2.70	3.05
34x4	19.90	22.30	3.90	4.40
34x4½	27.30	30.55	4.80	5.40
36x4½	28.70	32.15	5.00	5.65
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38x5½	46.00	51.50	6.75	7.55



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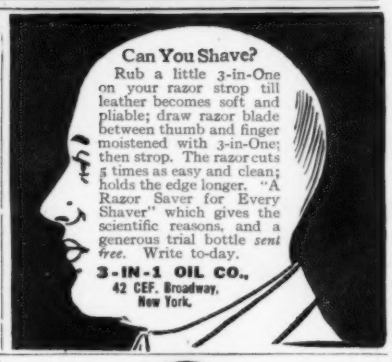
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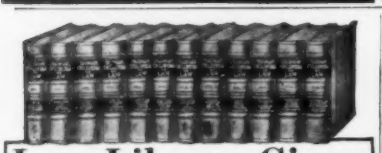
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Kelliher, Master of Mountains

By JAMES OLIVER CURWOOD

IT is very seldom that a picture is taken which shows in one group three more interesting men, or men who have done more in the opening up of new and wild countries, than the three in the accompanying photograph, which was taken at an engineers' camp in the Rocky Mountain division of the new Grand Trunk Pacific. It is probable that no three men have had more varied or interesting adventures in the mountain country, and it is certain that no other trio has built more miles of railroad, or employed half as many men in railroad construction. It is conceded that B. B. Kelliher, who stands in the left of the picture, is the greatest mountain engineer in America. In the center is W. F. Carey, the largest railroad contractor in the world, who at one time had 10,000 men building lines of rail. On the right is Mr. F. J. George, division engineer of the western mountain division of the Grand Trunk Pacific.

Mr. Kelliher is known wherever railroads are built, whether it be in India, in South America or the Rockies. Again and again interests have attempted to lure him from his beloved mountains, but they have never succeeded. To carry lines of steel through the great ranges that split the continent has not only been his work, but the joy of his life. He loves the mountains as few men love them, and for more than 20 years he has found his gigantic tasks among them. He helped to build both the Union Pacific and the Northern Pacific. But his greatest achievement has been the building of the Grand Trunk Pacific.

Mechanical and engineering experts will remember what a sensation was created in their circles when it became known what Kelliher was about to undertake in the construction of the Grand Trunk Pacific. To build a great railroad through the Rockies with only a four-tenths of one per cent grade was considered not only impossible, but the idea itself was looked upon as the mad vision of an idealist. Yet Kelliher accomplished this, and as a result the Grand Trunk Pacific has the lowest mountain grade of any road in the world, and the great engineer himself has become doubly famous as "Four-tenths of One Per Cent Kelliher."

Just what such a grade means can be understood when the fact is stated that the highest elevation the Grand Trunk Pacific reaches in crossing the Rockies is 3,712 feet, while, in comparison, the Canadian Pacific reaches an altitude of 5,329 feet at Kicking Horse Pass. The attainment of such a low grade means not only millions of dollars saved to the road and to shippers, but time saved to travelers, and greater comfort in crossing the continent. It was the ambition of the great builders of the road, generaled first by President Hays, and later by President Chamberlin, to build a road-bed from coast to coast over which trains would travel "as smoothly as rubber-tired automobiles over a paved road." This "idealistic dream of making a feather bed out of hard steel" was actually laughed at by men who had already become famous as railroad builders. But Kelliher accomplished the fact, and today riding over the Grand Trunk Pacific from Winnipeg to the coast is an experience which proves that dreams sometimes come true. At a recent meeting of great railroad builders in London it was conceded that for workmanship, smoothness, and grade, the Grand Trunk Pacific was the greatest road in the world. And Kelliher was the man behind the guns.

Life Insurance Suggestions

MANY letters come to this office for "Jasper" inquiring as to the investment value of the stocks of new insurance companies, and "Hermit" receives numerous inquiries as to whether it is safe to take out policies in such companies. It therefore seems fitting to say here a special word of warning concerning these corporations. It must be admitted that every insurance company has to have a beginning, and that most of the successful ones had a comparatively small start. Possibly some of the newcomers will in course of time make their way to prosperity. But all who purchase their stocks or policies should understand the risk they run in doing so. Hosts of insurance companies have been born, have led a sickly existence, usually brief, and have inevitably died. As in other lines of business, only a few insurance companies survive the test of the years. No one can be sure that the most promising latest seeker for public favor will not speedily collapse, inflicting loss on those who trusted it with their money. It was lately stated that there were in Chicago alone 14 proposed insurance companies attempting to sell stock, six of these being life companies, six fire and two casualty. It was declared that most of the promoters had had little or no experience in the insurance business. Obviously these projects are of a highly speculative character as yet, and I advise my readers not to be tempted by glowing prospectuses which have not been verified. If you want stocks, you had better buy dividend-paying securities listed on the exchanges, and if you want insurance policies you had better secure them of long-established and thoroughly reliable companies.

Clerk, Camden, N. J.: As you are 30 years of age, your policy for $1,000 in the Postal Life would call for a premium of $2.19 monthly, or about 50 cents a week. It would cost a little less the first year because this company does its business by mail and thus saves the agent's commission. You can get a sample policy by writing to the Postal Life Insurance Co., 35 Nassau St., New York, and stating your occupation and age.

Accident, Brooklyn: The Maryland Casualty Co., Baltimore, Md., has an equity-value accident policy costing $3.50 per $1,000, or a little less than a cent a day, for select and preferred classes under which I presume you would come. Write to the above company stating your age and occupation and ask for a sample policy.

B., Akron, O.: An excellent form of policy for a man of twenty-one who feels unable to take endowment insurance is a twenty-year payment or straight life.

Hermit

No Chance

"The great trouble with the American people is that they eat too much," said the doctor.

"Nonsense!" retorted the statistical person. "I can easily produce figures to prove that one-third of the American people live in boarding houses."—*Judge.*

Cadillac
Standard of the World

More than 10,000 Eight-Cylinder Cadillacs are now in the hands of users

and dealers have placed orders for 10,000 more

MORE than ten thousand Cadillac "Eights" are now in the hands of users.

Dealers can see a demand ahead so great that they have placed orders for ten thousand more.

Figures so large—involving a sum of money so vast—point irresistibly to one conclusion.

The conclusion is that the usual large Cadillac clientele has been enormously augmented by this Cadillac "Eight."

The demand is not merely the normal Cadillac growth, but it is the opening up of new spheres of influence, and an inrush of new Cadillac admirers and enthusiasts.

It has assumed the proportions of a national movement, at least among those who own, or wish to own high grade cars.

This excess over normal comes from many sources, but it is chiefly made up:



HUB CAP
OF THE CADILLAC "EIGHT"

First, of the great number who are glad to pay more for the Cadillac because of the Cadillac "Eight" advantages, and

Second, a very great number who are glad to pay less for the same excellent and satisfying reason.

It is frequently said that no company, other than the Cadillac, could have won such immediate and universal acceptance for any principle representing so wide a departure from conventional practice.

And it would seem that there is verification of this in the attitude of the two classes of buyers just mentioned.

Those who are willing to pay more, and those who are glad to pay less, accept the Cadillac "Eight" with equal eagerness—because of the performance of the car itself and because of the reputation of its maker for producing only that which it knows to be right.

They are no more insistent on a "demonstration" than old Cadillac owners—though it is only fair to say that a drive of but short duration immensely increases their enthusiasm.

This latter experience arouses even the most phlegmatic and non-committal.

The reports which they carry home, and to their clubs and to their places of business, largely explain why Cadillac dealers have ordered ten thousand more of these cars.

Has the full wonder of this demand been borne in upon you?

Have you thought of it in the light of the fact that the Cadillac is not a "low-priced" car,—as the term is commonly used?

The huge volume attained by cars of low price is a wonderful thing in itself—a sort of economic phenomenon.

But is it not much more wonderful that a high grade car should command such a market as this Eight-Cylinder Cadillac has won?

There is no other situation at all like it in the automobile industry.

It is not merely a figure of speech to say that the Cadillac "Eight" stands alone.

It does stand alone—absolutely and unapproachably alone—in point of performance.

It likewise stands alone in point of demand and of sales among high grade cars.

And, of course, it would not be so, if it ought not be so.

As you ascend in the scale of prices, the number of those able to purchase grows fewer.

If the Cadillac "Eight" had not preserved every Cadillac tradition and added new and potent powers of attraction—this great market would simply not be here.

There would not be and could not be the marked disparity in volume between the Cadillac "Eight" and those immediately above and below it in price.

It is a sort of a re-adjustment of the national view-point—a re-alignment of buyers—some leaving one field, and some leaving another, and most of them concentrating on the Cadillac.

Thus far we have found no one who has ridden in the Cadillac "Eight" who does not say that this is precisely as it should be.

With the Eight-Cylinder Cadillac performing in ways distinctly its own, performing in ways which have heretofore been believed impossible in any car, there is nothing strange in the fact that dealers recognize that the visible demand is not yet half satisfied.

Styles and Prices

Standard Seven passenger car, Five passenger Salon and Roadster, $1975. Landaulet Coupe, $2500. Five passenger Sedan, $2800. Seven passenger Limousine, $3450. Prices F. O. B. Detroit

Cadillac Motor Car Co. Detroit, Mich.

Nujol

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A PURE WHITE MINERAL OIL FOR CONSTIPATION

"The longer used, the less needed."

THAT is the final test of a remedy—does it do away with the trouble for which it is taken?

By that test, the various laxatives and cathartics stand condemned. They do not remove the condition they are supposed to cure. In fact, the longer they are used, the *more* they are needed. Laxatives and cathartics are dangerously habit-forming.

By the same test, the mineral oil treatment, used in conjunction with a return to rational habits of eating and exercise, reveals itself as the one logical remedy for constipation. The longer it is used, the less it is needed.

Nujol is not a drug, is not absorbed by the system, and consequently can be taken in any quantity without harm. **Nujol** acts chiefly as a mechanical lubricant, although it has the additional property of absorbing and removing intestinal toxins. By facilitating the *natural* action of the lower intestines, it restores the bowels to normal healthy state.



Write for "The Rational Treatment of Constipation," an informative treatise on constipation and the mineral oil treatment, which doctors all over the world are now successfully prescribing.

Ask for **Nujol** at your druggist's, or send 75c. in money or stamps for a trial pint bottle. Address Dept. L.

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"The Magazine of the Comedy 'Movies'"

DEVOTED solely to the comedy side of the "movies," containing illustrations of the stars, scenes from the comedies, and the funniest "movie" stories of the month. First number out

JULY 1st

Handsome colored cover of the popular funny man, Charlie Chaplin. The story of his career, etc.

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Be sure to place your order early for FILM FUN. The edition will be limited. The demand is certain to be large. Fully returnable. Send orders to the American News Co., promptly.

WHETHER you are a "movie" fan, or not, you will delight in FILM FUN.

Ask your newsdealer for it, or send 25c for a three months' or $1.00 for a year's subscription.

***Address* FILM FUN, 225 Fifth Avenue, New York**

Published by the LESLIE-JUDGE CO.

In answering advertisements please mention "Leslie's Weekly"

The Old Fan Says:

By ED A. GOEWEY. Illustrated by "ZIM"

THE advance dope surely was upset by the playing of the big time clubs during the early part of the season, and at the present writing the finish of the races in the major leagues is beyond even the wisest guessers.

The Giants, in the National organization, and the Athletics, in the American, picked on all sides as the favorites for the flags, slumped and floundered worse than at any time for years. Yours truly pointed out that McGraw lacked a first-class pitching staff and that his superabundance of veterans, kept on the payroll because of long-term contracts, would result in the team losing much of the speed which carried it over most rivals in the past. John's twirlers are even worse than anticipated, but two, Tesreau and Stroud, a rookie, showing any class. Personally I doubt if the Giants will be a real pennant contender this year, as they can't rid themselves of the barnacles, and the twenty-one player limit, the most imbecile rule ever adopted in baseball, will prevent their trying out men till they find some who would strengthen the weak places. The hustling Quakers held the lead longer than even their admirers hoped, but they have been going so well that they may not perform their annual feat of "cracking," and will stick in the fight right through the race. The slump of the Braves, largely because their pitchers went poorly, and the rush of the Pirates, another outfit loaded to the guards with vets, also were big surprises. The work of the Cubs was what the writer looked for, and he long has urged them as the League's real dark horses. The team as a whole is speedy, the pitching staff being its weakest point; but clever, old Roger Bresnahan will put them through if a thorough knowledge of every angle and twist of the sport can turn the trick.



Yep, he appears to be up against it.

It looks as if the Athletics are done for this year. Stubbornness and economy carried to excess have sent the outfit on the rocks, and there it is likely to remain. The infield, with a hole at third as big as a cavern, is a joke compared with the great defensive machine of recent memory, and the pitchers Mack has been tutoring to fill the shoes of Coombs, Plank and Bender are unable to make good Right now it looks as if the fight for the rag in the Johnson outfit will be between the White Sox, Red Sox and Tigers, with the Yankees having an outside chance. The latter, under the able direction of "Wild Bill" Donovan, set the baseball world on fire by its early season showing, but it appeared to be playing above its speed. However, the team has a great pitching staff, and this may be sufficient to offset the heavier hitting of its rivals.

Twinkle, twinkle, "touted" star,
We all wonder what you are.
Will you figure in the race,
And hit up the big show pace;
Or will you prove shy on push,
And be sent back to the bush?

Chatter and Patter

Ever hear of Umpire Green, who is calling 'em in the Central League? No? Thought not. Well Mr. Green surely is worth a note, for he's the only indicator holder at large who admits that he pulls some awful raw decisions once in a while. In a recent game in Dayton he made a blunder and immediately wrote to President Heilbroner to that effect, and explained just why he made the mistake. Heilbroner states that it was the first time in his extended baseball experience that he found an umpire who would admit that he was wrong. Can you even imagine Bill Klem, "Silk" O'Loughlin, Emslie or Rigler ever 'fessing up? Not much. No matter how rank some of their decisions may be, the more firmly are they convinced that they always are right. Green is said to be a high-class umpire and it is to be hoped sincerely that he will be drafted for the big show. He surely would be a novelty for the major league fans to give the once over.

And while on the subject of umpires you might make note that Merkle, called out for failing to touch second, still is drawing a major league salary, while the name of Hank O'Day is conspicuous by its absence from the list of umpires in the big show.

In the World of Womankind

By FRANCES FREAR

EDITOR'S NOTE:—*This department is devoted to the interests of women. It aims to deal with vital problems in a wholesome and helpful way, and invites the co-operation of its readers. Inquiries will be answered, either through the columns of the paper, or by letter. In case the answer is wanted by mail, a stamp for postage should be enclosed, and all communications should bear the name and address of the writer. Address Frances Frear, care* LESLIE'S WEEKLY, *225 Fifth Avenue, New York City.*



A GIRLS' BAND PLAYS "TOMMIES" INTO THE RANKS

Brass band of the Church Nursing and Ambulance Brigade marching through London and playing patriotic airs to stir the souls of the men and to induce them to enlist for the great war. A scarcity of military bands for this purpose caused the employment of the girls' band, which proved a great success.

Do College Women Marry?

AGAIN it is charged that college women marry less frequently than their sisters who have never gone to college, and that when they do marry they sometimes average but one child for three families. This is quite a serious charge if true. Prof. Robert J. Sprague of the department of economics and sociology of the Massachusetts Agricultural College, in an article in the *Journal of Heredity*, accuses the college woman of materially aiding race suicide in the United States, and gives statistics from some of the leading colleges to sustain his case. He says that in its early days, 85 per cent. of the graduates of Mount Holyoke married, but now this number has been reduced to 40 per cent. with less than two children on the average to each marriage. More than one-half of Vassar graduates do not marry, and those who do bear less than two children. Bryn Mawr's record is even worse—only one-third of her graduates have married, and they have borne one-third of a child each, speaking statistically. Wellesley graduates have done no better than those from Bryn Mawr. Dr. Isabel Maddison, recording dean of Bryn Mawr, repudiates the figures given by Professor Sprague for that institution, declaring that more than 50 per cent. of Bryn Mawr graduates who have been out of college fifteen years or more are married. If the figures for the other colleges are no more accurate than for Bryn Mawr, Professor Sprague's deductions are considerably weakened.

It is undoubtedly true that the percentage of college women who marry falls below the average, but the same would be found true of college men as compared with men who never went to college. Similar results would be found to hold true of professional people as a class. But does this mean that it is better not to seek a college education or to enter a profession? The college man and college woman, because of the long period of preparation, are later than others in entering the business and professional world. The woman often follows teaching or some other profession for a while, and it takes the man some time to get established in business or a profession. Marrying later in life they naturally have fewer children than those who marry early. Nor would the investigation be complete unless it took account of the intellectual quality of children whose parents are, compared with those whose parents are not, college graduates. Parents to-day desire to have no more children than they are able to educate and bring up properly, and no doubt college graduates think of this more than many others.

Voting Helps the Home

NOW that women have been given the vote in some of the States, the best way to test the theoretical objections to equal suffrage is simply to appeal to the way it has worked out in practice. When, therefore, Mr. George W. Wickersham, Ex-Attorney General of the United States, declares that if women should serve on juries or in the militia, or assume the other manifold obligations of citizenship, "the home will be broken up, for there will be no one to care for the children," the best answer is that it has never turned out that way. Mr. Wickersham's dogmatic statement immediately brought forth a letter from Mr. C. S. Albert of Spokane, Wash., attorney for the Great Northern Railway Company, in which he showed how groundless were such fears in actual experience. Mr. Albert entertained the same views when he lived in Minnesota, a non-suffrage State, but after three years' residence in Washington where women vote and act as jurors, he is convinced that the enlargement of woman's privileges has not resulted in neglect of family and children. Why should it?

It takes a woman much less time to go to the polls with the male members of the family to vote than it takes for a shopping expedition. It is less wearing on the nerves, too. Every woman recognizes that her first duty is to the home and her children, if she has any, but she holds that the exercise of the ballot will help her to safeguard the home and protect her children. Why should an intelligent study of local or national civic problems, and the recording of one's views upon these questions, interfere with one's life work any more in the case of a woman than of a man? There is no theoretical reason why it should, and when actually tried it does not.

Uplifting the Woman's Page

SUCCESS to the movement to uplift the woman's pages of the daily papers. Many of them need it. The annual report of the National Board of the Y. W. C. A. in convention at Los Angeles proposes that an effort be made to supplant with morally uplifting articles the love and beauty themes now featured in the woman's pages of many daily papers. The light and trashy nature of the love stuff and the monotony and repetition of the beauty hints are a reflection upon the intelligence of women. Such themes may appeal to lightheaded girls at a certain stage in their development, but the method of treatment and point of view are not such as to be helpful to such girls. Women who have a sensible outlook upon life may be trusted to pass by altogether reading of this sort. If we are to have in our daily papers a page devoted to woman's interests why not make it varied and have it treat of those themes which interest women in a helpful and inspiring manner?

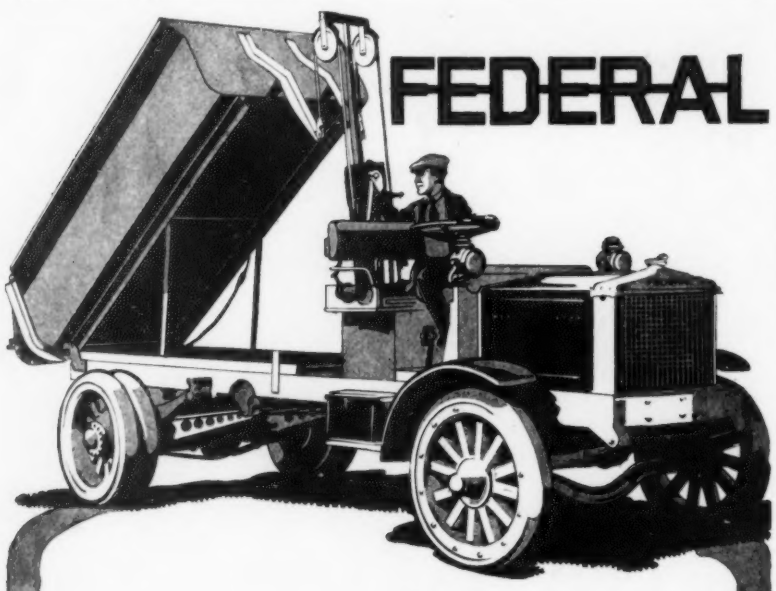
Inquiries and Answers

C. G., New Orleans, La.: The fork is used in the left hand in preparing the food and should be transferred to the right hand in carrying food to the mouth. When through it is proper to lay the fork upon the plate with the tines turned down. These are very unimportant details, however, and one may trust his own sense of propriety as to what should be done.

R. B., Lafayette, La.: I am very sorry that I am not able to suggest any rich person who might help you in finishing your education. As you now have a position as teacher it would seem that if you have persistence you would be able to supplement your teaching by other work during the summer and finally succeed in saving up money to take the course that you desire.

C. M. K., Skaneateles, N. Y.: Hospitals do not offer a course in dietetics, except to nurses who are taking the training. Columbia University and Pratt Institute each offer such a course, however. That at Pratt Institute is the more reasonable of the two and is completed in one year. If you will address the Pratt Institute, Brooklyn, N. Y., its head will be glad to send you a catalogue giving full information.





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Be sure and see the Federal exhibit in Transportation Palace at the Panama Exposition

Kiddies First

A Tribute to Alfred Gwynne Vanderbilt

When down the *Lusitania* went
  Below the deep blue sea,
And took her precious human freight
  Into Eternity,
These words above the tumult rose,
Supreme amid the thousand woes
That racked the death-ship's final throes:
  "Come, let us save the kiddies!"

We knew him well, the millionaire,
  The pleasure-loving man
Who gloried in the sports that tend
  To muscles and to tan.
But gripped by cruel waters cold,
His thoughts were not of lands or gold,
But of the little ones, behold!
  "Come, let us save the kiddies."

We'll speak of him in after years,
  But nevermore as one
Who raced a horse, or steered a yacht,
  Or tooled a coach for fun,
But as the man who thrust aside
Grim Death arising with the tide,
And pointing to the babies, cried:
  "Come, let us save the kiddies!"

MINNA IRVING.

How Millions Are Wasted

THIS is the age of commissions. Both of the old parties have been only too ready to appoint commissions on every conceivable subject, spending millions of dollars of the taxpayers' money, often to no purpose. These commissions have always been one-sided affairs, too, as George W. Perkins brought out in a recent address. "Not one single commission," said he, "has been appointed and not one dollar has been appropriated to study the economic side of the industrial development of the age; not a dollar to find out whether any of these large interstate concerns have found a way to improve the relations existing between capital and labor; to improve the conditions under which men and women work, to increase wages, to economize in output, to save the waste; not a dollar has been appropriated to find out what other countries are doing along similar lines."

A striking example of this sort of folly is the commission appointed to make a physical valuation of the railroads. This stupendous undertaking will cost at least $12,000,000 and cover a period of eight or ten years. The result of this long and expensive inquiry will be the discovery that the railroads of the country are to-day not overcapitalized. We have $12,000,000 for this sort of work but not a dollar for the constructive investigations referred to by Mr. Perkins. Germany, appreciating, as we have not, the evolution that has been going on in modern industry and commerce, pursued for 20 years a constructive policy of centralization and co-operation, securing for herself a tremendous increase in foreign trade and bringing prosperity to her people. Isn't it time for the United States to learn this more rational method of dealing with the trusts and corporations?

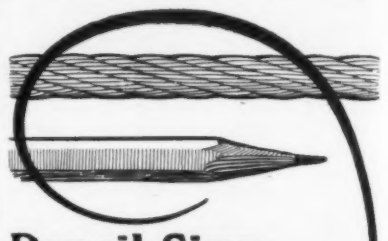
The Season's Plays in New York

Booth	The Bubble	Entertaining comedy.
Candler	On Trial	Successful melodrama.
Casino	A Modern Eve	Good musical comedy.
Cohan's	It Pays to Advertise	A roaring farce.
Cort	Under Cover	Good melodrama.
Danse de Follies	Ziegfeld Midnight Frolic	Clever and snappy variety.
Eltinge	The Song of Songs	Tiresome and disgusting play.
Gaiety	She's in Again	Boisterous farce.
Globe	Chin-Chin	Montgomery and Stone in a musical comedy.
Harris	Twin Beds	An all-season success.
Hippodrome	Motion Pictures de Luxe and Vaudeville.	
Liberty	Birth of a Nation	Spectacular high-priced motion picture play.
Longacre	A Full House	A Good Farce.
Lyric	The Only Girl	Admirable mixture of farce, comedy and music.
Maxine Elliott's	Experience	Delightful morality play.
New Brighton, Brigh'n B'ch.	High Class Vaudeville.	
Playhouse	Sinners	Melodrama.
Princess	Nobody Home	Laughable musical comedy.
Proctor's	High Class Vaudeville and Photo Plays.	
Republic	The Natural Law	Drama.
Shubert	Trilby	Notable cast.
39th Street	Taking Chances	Lou Tellegen in a new and daring farce.
48th Street	DeWolf Hopper	Repertoire.

Easily Arranged

"Things are awfully dull here on the farm," complained the summer boarder. "Couldn't we frame up a party or some sort of shindig, Hy?"

"Dunno 'bout a party," replied Farmer Hyperbole Medders; "but if a good, lively shindig is what you want, just waltz them low-cut shoes and fishnet socks of yourn down through the long grass in the pasture, where the chiggers be."—*Judge.*



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BASLINE AUTOWLINE—the "big-little" towing line for disabled automobiles—is small but mighty. Has the vim and grit of famous Yellow Strand Powersteel wire rope. About 25 feet long—4½ pounds weight. Hooks on with Patented Snaffle Hooks and Manila Slings without marring car. Goes under seat or cushion, ready for emergency towing. Sold by all dealers. Price, east of Rockies, $3.95.

Insist on Basline Autowline with the Patented Snaffle Hooks.

POWERSTEEL TRUCKLINE is the "big brother" of Basline Autowline. Extra strong for heavy truck towing. Price, east of Rockies, $6.50. If your dealer cannot supply you, order of us direct.

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"YOU want *this* Handkerchief. The *sealed package* keeps it as smooth and white, as when it left the laundress' board. It's

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TRADE MARK REG. U.S. PAT. OFF.

"As for *quality*, just feel the softness of it, and look at that fine hemstitching."

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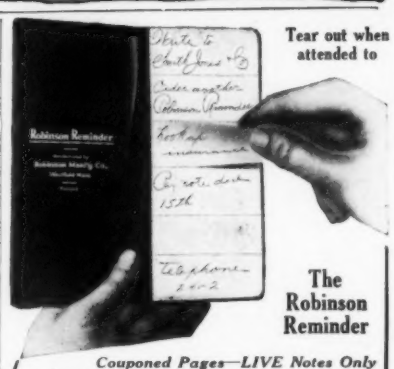
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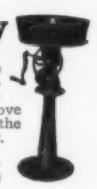
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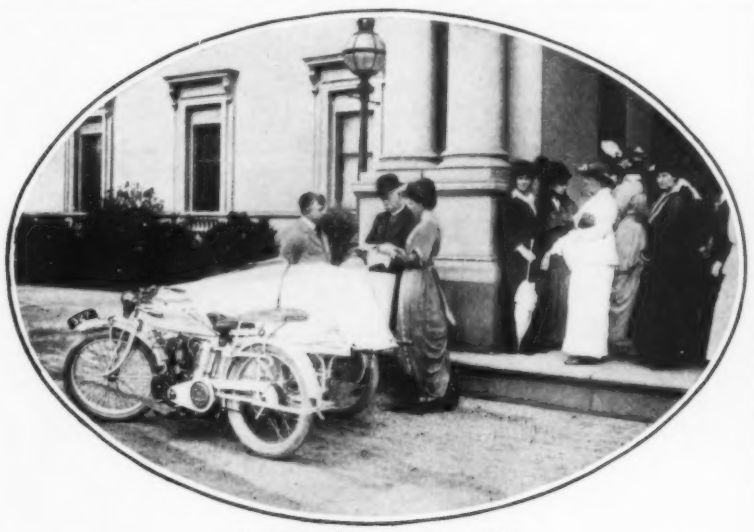
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Motorists' Column

Motor Department

Conducted by H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motorcycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, *225 Fifth Avenue, New York City. We answer inquiries free of charge.*

TREATING THE NEW CAR RIGHT

THE sensation experienced by the man about to receive his new car is one of intensely enthusiastic anticipation. He is eager to get a firm grip on the wheel, to "step on the accelerator," and to feel the instant and eager response of the motor which his fancy has pictured.

If this is the first car that he has driven, the recipient will probably operate it conservatively during the early stages. Soon, however, as he feels the confidence of complete mastery, he is tempted to "open her up" for short stretches. So also, the man whose new car represents his second, third or fourth purchase, will be anxious to put his new model "through its paces" to compare its performance with his old machine.

Although such practices may be begotten of supreme confidence in the ability of the new car to live up to its reputation, this treatment is neither fair to the manufacturers, the car, nor to the owner himself. The modern motor car is one of the most highly-organized and scientifically-developed machines of the day. The finest of materials and workmanship go into its construction, and accuracy is found in its make-up that a few years ago was believed a necessary attribute of only the most highly-developed scientific instruments. With all of this delicacy and refinement of design and construction the motor car is put to harder usage and made to undergo more severe punishment than any other vehicle.

Should it be expected, therefore, that a car, fresh from the factory, should be made to develop its full and ultimate power in the first few miles? The very niceties of materials and measurement that enter into its construction make it a machine that must be "worked in" gradually. A bearing which must fit within four or five ten-thousandths of an inch is designed to this limit of accuracy in order that it may give satisfactory service indefinitely without further adjustment. Such a bearing will naturally be somewhat stiff and tight at first, and it is an abuse which no mechanism should be expected to stand to load such a bearing to its full capacity in its first few weeks of service.

A speed of twenty or twenty-five miles an hour for the first one or two hundred miles represents conservative operation that should work in all bearings and moving parts of the car without danger of under-lubrication, eventual heating, and serious damage.

And if such a speed diet is prescribed for a four- and six-cylinder car, how much more should it apply to the eight-cylinder machines, which, in many instances, are even more highly-refined and are constructed with closer regard for limits and accuracies than are their brothers of fewer cylinders. To be sure, the well-made cars are thoroughly tested before leaving the factory, but this test can never take the place of the one or two hundred miles of conservative running-in the owner is able to give the car.

An experienced motor car builder who has made a pronounced success in his field, urges upon purchasers of the eight-cylinder model that he has brought out in addition to the previous "Four," that they should never, under any condition, drive their car faster than thirty miles an hour for the first two hundred miles. This means that the purchaser must forego the temptation to test the hill-climbing ability of his car on high for the first two or three weeks, and should be content to shift to a lower gear on any grade that he might hope to ascend with ease when the motor is eventually thoroughly worked in.

Aside from the mechanical considerations that render such conservative operation advisable, there is the common sense which says that the driver of any car with which he is unfamiliar, should exercise due caution in its operation. To handle a car with a maximum of safety and comfort, the different controls should be a very part of the driver himself, and such familiarity cannot be obtained in a few miles. Furthermore, any weaknesses which may be inherent in that particular car or model will be brought out with due warning and may be remedied before serious damage has been done. It is far safer, as well as more economical, to discover a weak steering gear or an abnormally tight bearing when traveling at twenty or twenty-five miles an hour than would be the case were the car pushed to its limit and the weakness asserted itself at forty or fifty miles an hour.

Questions of General Interest

Accuracy of Economy Tests

D. T. N.: "In many of the club and manufacturers' economy tests that have been held, I note that the car always coasts down hill with the power shut off. Does not this give a false reading of the actual economy of the car?"

By no means. If a complete circuit of a course is made, the car must climb as many feet as it is allowed to coast, and therefore, theoretically, the increased gasoline consumption when climbing hills will counterbalance that saved when coasting down them. Furthermore, the coasting allows the motor to cool, and as you are doubtless aware, a motor runs most efficiently when it is at a fairly high temperature. Therefore, after the coast has been completed, the motor will not be operating efficiently until it has again become heated to its normal temperature. This is another factor that would make continued economy tests on a track or smooth roadway give more favorable results than those in which ordinary roads form the course.

Yellowstone Open to Motorists

T. M. D.: "I understand that Yellowstone Park has always been closed to automobilists. How long will this condition prevail?"

News has just reached us that the Department of the Interior has agreed to open Yellowstone Park to private pleasure cars on August first, under certain restrictions. If the experiment proves successful, and the motorists do not presume on the courtesies thus offered them, it is probable that the privilege will be extended to include other types of motor vehicles.



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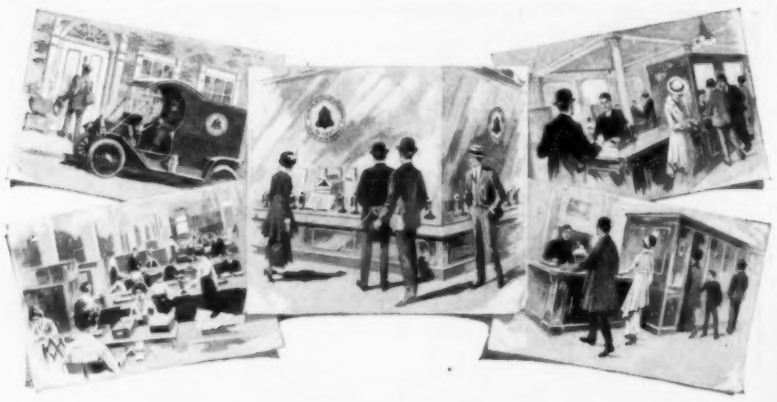
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He is always hard at work to supply the needs of others, and in return he has his own needs supplied.

All of us are doing business with business men so constantly that we accept the benefits of this intercourse without question, as we accept the air we breathe. Most of us have little to do with government, yet we recognize the difference between business methods and government methods.

We know that it is to the interest of the business man to do something for us, while the function of the government man is to see that we do something for ourselves—that is, to control and regulate.

We pay them both, but of the two we naturally find the business man more get-at-able, more human, more democratic.

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Conducted by W. E. AUGHINBAUGH

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OPEN ROADSTEAD, CHARACTERISTIC OF SOUTH AMERICA
La Guayra, the port of Caracas, the capital of Venezuela, which lies six miles inland in such a rugged country that the railroad must traverse 24 miles to reach it.

LATIN-AMERICA has but few ports with really good harbors. The early settlers generally followed streams or rivers into the interior and established cities where there was some indication of mineral wealth or abundant agricultural possibilities. The ports connecting these inland cities with the outer world were established, as a rule, at the mouths of these waterways and most of them had no natural harbors. In those days there were no railways, otherwise suitably protected ports might have been selected and connections made with the rich hinterland. To-day it is too late to adopt more appropriate ports, inasmuch as the coast towns have been developed beyond the possibility of removal.

Valparaiso, Chile, the seaport of Santiago, the capital, nearly 200 miles inland, is a typical South American port. At certain seasons of the year it is visited by heavy storms and terrific hurricanes, the waves often washing the fronts of the houses along the sea wall. There is no protection against the northers, as they are called, and vessels at anchor often break loose during these periods of heavy weather and drift about colliding with each other and often sinking or going ashore. Mollendo, in Peru, the gateway to several large interior Peruvian cities, and the chief means of access to Bolivia as well, is another of these terrible ports. Often vessels remain here for months in the bad season, unloading their cargoes piecemeal, as opportunity offers.

In such open roadsteads it naturally follows that ships cannot dock and discharge their freight in the manner in which it is done, for instance, in New York. They therefore unload their goods into heavy lighters which are either towed or rowed ashore. Often during tempestuous weather these lighters toss and roll for weeks in the offing, their contents being knocked about and drenched with the spray of the troubled sea.

There is, therefore, a great opportunity in these places for the sale of gasoline launches of heavy construction to resist the waves and high winds, and with power sufficient to tow the lighters to convenient coves where they may be unloaded. Such craft have been supplied principally by the English and Germans, except in a few of the larger ports of the west coast where an ingenious American has got his share of the business in a decidedly novel and inexpensive manner. He manufactures his launches in San Francisco and watches the shipping papers for the sailings of vessels for Latin-American ports. He calls on the captains and offers to put on board, free of charge, one or two launches, at the same time instructing him in the use of the gasoline engine if necessary, and suggesting how much quicker it will be for the skipper to quickly and easily get his cargo ashore by the aid of the launches. This at once appeals to the commander. Incidentally, the manufacturer adds that if a customer for one or both of the launches should be found the Captain may keep all he can get over a specified sum. The consequence is that the launches are always sold. The captain is glad of the opportunity to make a little extra money. The only drawback to the scheme is that no two of the boats are sold for the same sum. The price obtained always depends on the salesmanship of the captain. These craft sell readily, do the work expected of them and are to be seen in nearly all the ports of the Pacific Coast from Mexico to Chile.

Because vessels trading along the west coast of Latin-America hardly ever go around the Horn or through the Straits of Magellan this man has not extended his business to the east coast of South America. The large rivers like the Amazon, the Plata, the Parana, and many others emptying into the Atlantic Ocean, as well as the many enormous ports, would afford an excellent market for boats of this style. I cannot understand why some of our manufacturers in this line have not investigated the wonderful possibilities offered. It is safe to say that none of the European seafaring countries can at present supply this trade.

Customs officials invariably come from their stations to board ships in the larger ports of these countries in graceful launches of European make. I have never seen an American-made boat used by these authorities. They all have some distinguishing European mark about them.

Small-sized river steamers as well as tugs and towboats invariably are made in England and come across the Atlantic under their own steam. Our manufacturers have never made the slightest attempt to get a foothold in these markets. With the exception of the two men-of-war we have recently built for the Argentine, we have never supplied any of the Latin-American republics with battleships. This trade has been in the hands of the English, the Germans, the French or the Italians.

In Uruguay, Argentine, Chile and parts of Brazil there are great opportunities for the sale of small sailing craft such as catboats, or canoes and light rowing boats with outriggers. Many of the larger cities of these countries situated near the water have boating clubs and hold annual regattas. These sailing and rowing contests are international in their character and attract visitors from each of the countries sending contesting crews. The Tigre River, about ten miles outside of Buenos Aires, is lined with boat clubs and is a favorite resort of Argentinians during the summer months.

One man could handle the entire line of commercial and pleasure boats and I am sure could make a profitable initial trip through these countries. I would also suggest that he carry a complete side line of accessories such as anchors, blocks, rope, varnish, bunting, sail cloth and the like.

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Curious Facts About the War

By MARTIN MARSHALL

MILITARY operations in the region of the Dardanelles are proceeding under cover of a secrecy that must delight the soul of Lord Kitchener. So complete is the control of all lines of communication that it is impossible to mail or telegraph news or pictures without the approval of the censor, and the only way in which uncensored reports can reach the outside world is through travelers to neutral countries. These are few, indeed. The British and French wounded are sent to Egypt where British control is absolute. The brief official reports from both sides tell little more than that the resistance of the Turks is desperate and the gains made by the Allies are dearly bought. The Turks are the most numerous—probably nearly three to one—and yet they have been steadily forced back from stronghold to stronghold. The first landing by the British was accomplished by a trick—letting a transport drift on the shoals near the shore in the evening. She was seemingly empty, but during the night discharged 3,500 men, who held back the enemy while other forces were landed.

Even with German leaders the Turks cannot stand against French and British troops under equal conditions. In this connection it may be noted that the Turks are required to abstain from the use of alcohol by their religion. The Russians are required to abstain by the order of their government. All the other armies are given regular allowances of alcoholic drinks, the Germans the largest of all. The German alcoholic ration consists of beer and brandy with a total alcoholic content of 70 grams daily, while the Austrian ration of wine contains only 40 grams. The French soldier receives 20 grams of alcohol in the form of rum, and a varying quantity of light wine. The minimum issue in the British army is five ounces of alcohol per week, equal to about 51 grams, while in very bad weather the men in the trenches get as high as 25 grams a day.

The French War Office recently decided that whiskers are unsanitary and the order went forth that all the luxuriant crops at the front should be sacrificed. This brought a protest from the ranks, where beards are considered as an indication of military standing; but science and discipline must have their way and the French army will soon be as clean shaven as the British. The Germans crop their soldiers' hair for sanitary reasons, but allow them to grow beards if they wish.

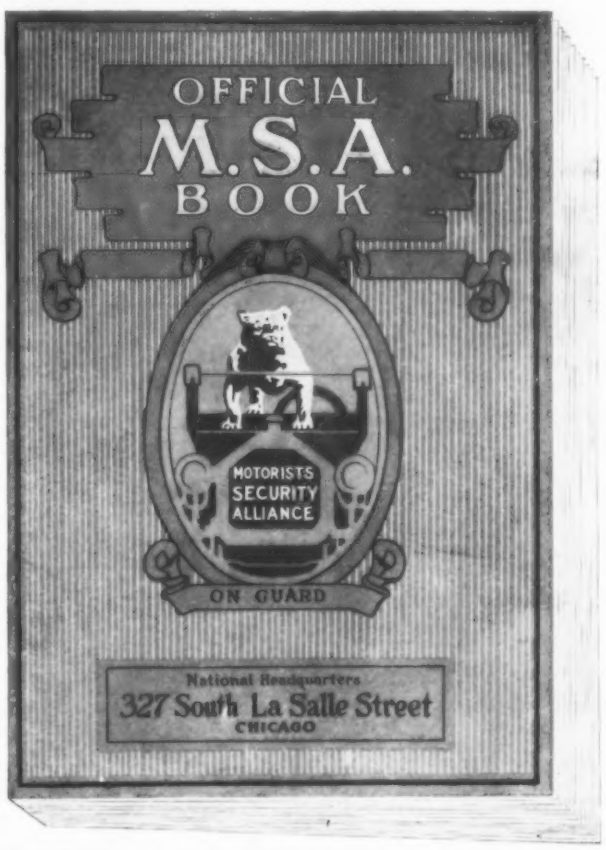
Evidently more men are needed on both sides in the great struggle. Great Britain has reduced the standard of height for volunteers to five feet two inches, while Germany is calling to the colors all the untrained Landsturm up to 45 years of age. Private advices indicate that the physical standard has been very much lowered. France has her class of 1916 in training, and the country is swept clean of older men who are fit for military service. It is becoming more and more apparent that Great Britain will have to resort to some form of conscription. She has raised more volunteers than any other country in the world's history, but not half the eligible men have enlisted.

Even with Italy in the war it will require greater effort on the part of Great Britain than she has yet put forth to bring the war to an early and successful termination. Italy has the sixth navy of the world, but the Allies had already such a preponderance of sea power that more war vessels will not aid their cause materially. The Italian army on a war footing contains over 1,200,000 men, and the ultimate number that can be raised is a little over 3,000,000.

Germany continues to call upon her chemists for new ideas in warfare. Her explosives are the most efficient known, she was the first to use poisonous gases in warfare and she is now experimenting with a compound that, when exploded in a bomb in mid-air, will give off enough smoke or vapor to hide a Zeppelin. This, if successful, will be most useful to raiding airships at night.

It is interesting to note the opposite opinions of the German and Allied press on the effect that Italy's entrance into the war is likely to have. The Germans say it will prolong the war—by making German victory more difficult, of course; while the Allies think that it will shorten the struggle by making their arms quickly successful. Whatever may be the opinion in neutral countries the Germanic people have no doubt of who is going to be victorious.

Great Britain is finding that war comes high. Lloyd George, Chancellor of the Exchequer, estimated that it would cost $10,500,000 a day. Experience figures show that it is costing $12,960,000 a day, or $150 a second.



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Jasper's Hints to Money-Makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full cash subscription rates, namely, five dollars per annum, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of LESLIE-JUDGE Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York.

WHENEVER the stock market becomes active, either for a rise or fall, it becomes a rumor market. The phenomenal rise in Bethlehem Steel was accompanied by all sorts of rumors as to its cause and the general public was simply obliged to wait to ascertain the truth.

In an active market, rumors, even of the most grotesque character, have their influence not upon investors so much as upon traders who buy and sell from hour to hour or day to day for a speculative profit. Careful investors pay no attention to these rumors excepting to watch and see if they are justified.

Talk of new combinations of corporations, their expansion on new lines and of beneficial disclosures regarding railroads, especially those that have been suffering from depression, will always be heard. Occasionally some of these prove to be true and give the market a new upward or downward influence.

The bulls circulate rumors intending to advance prices and the bears are busy circulating rumors to depress prices. Of course, it is impossible for the rumor mongers to control the market, otherwise they would have all the money as they would be winners always. Careful, experienced, conservative investors treat rumors as they treat a false alarm of fire. They listen to them, but they do not run until they smell the smoke or see the flames.

The fundamental facts are always the prime considerations. If we are not embroiled in the great war and I see no reason why we should be, if our diplomacy is as tactful as it has been in the stress of other exigencies, we should have a rising market. The only other possible handicap would be a failure of the crops, and that does not seem to be impending.

M., Chicago, Ill.: Peoria & Eastern Railway has not been prosperous for years. It has not even met the interest on its income bonds.

B., Atlantic City, N. J.: Newly established concerns seeking capital may have merit, but, obviously, their shares must be more speculative than those of companies well established and paying dividends. Careful investors prefer the latter.

D., San Francisco: American Woolen Preferred, American Can Preferred, and Central Leather Preferred, all look attractive as a business man's investment at prevailing figures. B. & O. Preferred is speculative, but around 70 seems to find ready purchasers. Union Pacific at 125 looks like a better purchase.

H., Newark, N. J.: The gilt-edged stocks are the preferred issues of companies that pay regular dividends on the common, such as Atchison, U. P., St. Paul, Northwestern, and American Sugar. The attractive speculative investments on your list include No. Pacific, Great Northern, Southern Pacific, American Tel. & Tel., National Lead Preferred and Corn Products Preferred.

New York, June 3, 1915. JASPER.

SPECIAL CIRCULARS OF INFORMATION

Readers who are interested in informing themselves regarding the New York Stock Exchange, its methods and controlling influences, and who desire to secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stock, bonds or mortgages, should scrutinize the announcements by advertisers on the financial pages, offering to send, without charge, information compiled with care and often at much expense. Readers should feel free to send a letter or a postal card for any information they may desire from the following sources:

The Pioneer Trust & Savings Bank, 14 Pioneer Street, Ba in, Wyo., pays 6% interest. The legal rate in that state is 8 to 12. Write to the above bank for its free booklet of information.

Perkins & Co., Lawrence, Kansas, who have been dealing in 6% first farm mortgages for over thirty years, will send a list of mortgages of $200 and upward, on request. Write them for their "Loan List No. 716."

Seven per cent. first mortgages in large and small denominations, are described in a free booklet, published by Aurelius-Swanson Co., 28 State National Bank Bldg., Oklahoma City, Okla. Write them for a copy.

Those who seek opportunities for profitable speculation are invited to communicate with Slattery & Co., dealers in investment securities, 40 Exchange Pl., New York, for their list of "Opportunities" which will be sent without charge.

Facts of unusual interest regarding prices, rates of dividends and high and low figures will be found in the latest issue of the "Investor's Guide," of 270 pages and in "Circular L. 2," just published by L. R. Latrobe & Co., 111 Broadway, New York. Free copies can be had by writing to th's firm.

A very instructive little booklet for those who are eager to learn the ways of Wall Street has been compiled by Louis Guenther, editor of the *Financial World*, Broadway, New York. It is entitled "Knowledge the Trustee of Your Money." Investors can have a copy free by addressing Mr. Guenther.

First mortgage, real estate bonds in denominations of $100, $500 and $1,000, which have been sold for many years by the old-established house of S. W. Straus & Co., mortgage and bond bankers, Straus Building, Chicago, or 1 Wall Street, New York, are fully described in the Straus Investors' Magazine, and "July Booklet F. 601," both of which can be had without charge by writing to Straus & Co.

Three interesting articles for investors, large and small, will be found in the bright little monthly known as "Bond Topics," published by A. H. Bickmore & Co., 111 Broadway, New York, from whom free copies can be obtained on application. These articles are entitled "Prosperity in the Making," by Mr. Bickmore. "Future of Public Utilities," by the Hon. Thomas N. McCarter, of New Jersey, and "The Biography of a Bond."

Some booklets and market letters sent out by the well-established bankers and brokerage houses of Wall Street are of the greatest interest to those who are watching the stock and bond market and as these can be had without charge, it is not difficult to receive them regularly. Write to Baruch Brothers, members New York Stock Exchange, 60 Broadway, New York, for their "Circular A. 255," on "Stock Market Observations."

The present is a very opportune time for small investors who believe in the future of the stock market to make a venture with a small amount of money by buying dividend-paying securities, from one share upward, on the convenient partial payment plan. Securities yielding over 6% can thus be bought. Write to John Muir & Co., specialists in odd lots, members of the New York Stock Exchange, 61 Broadway, New York, for "Booklet 4," on the "Partial Payment Plan." This firm is doing a large business with small investors.

Helpful Attitude of the Railroads

GREAT corporations are eager to help improve general business conditions whenever they can find a way to do it. A good illustration of this is the attitude of railroads towards the small producer. President E. P. Ripley of the Atchison, Topeka and Sante Fe Railroad on an inspection trip through Kansas noticed at a small station a woman driving by with a wagon partly filled with peaches. Inquiry brought out the fact that the local market was glutted, that small quantities of fruit could not be shipped profitably, and that the peaches therefore were being fed to the hogs. That same morning Mr. Ripley had bought peaches at Kansas City at five cents a piece and he at once began an investigation. It was found that the farmer with a carload or over of fruits and vegetables could ship to advantage but not so for smaller quantities, and that while carloads of fruits and vegetables were rotting on the ground all over the country cities were suffering from shortages and high prices. As the result of the little incident at the Kansas station President Ripley installed a special refrigerator service for the small producer, and sent a message to the farmers on his system that if they would raise fruits and vegetables, he would see that their products reached a profitable market even though the quantities were small. A bulletin service was organized.

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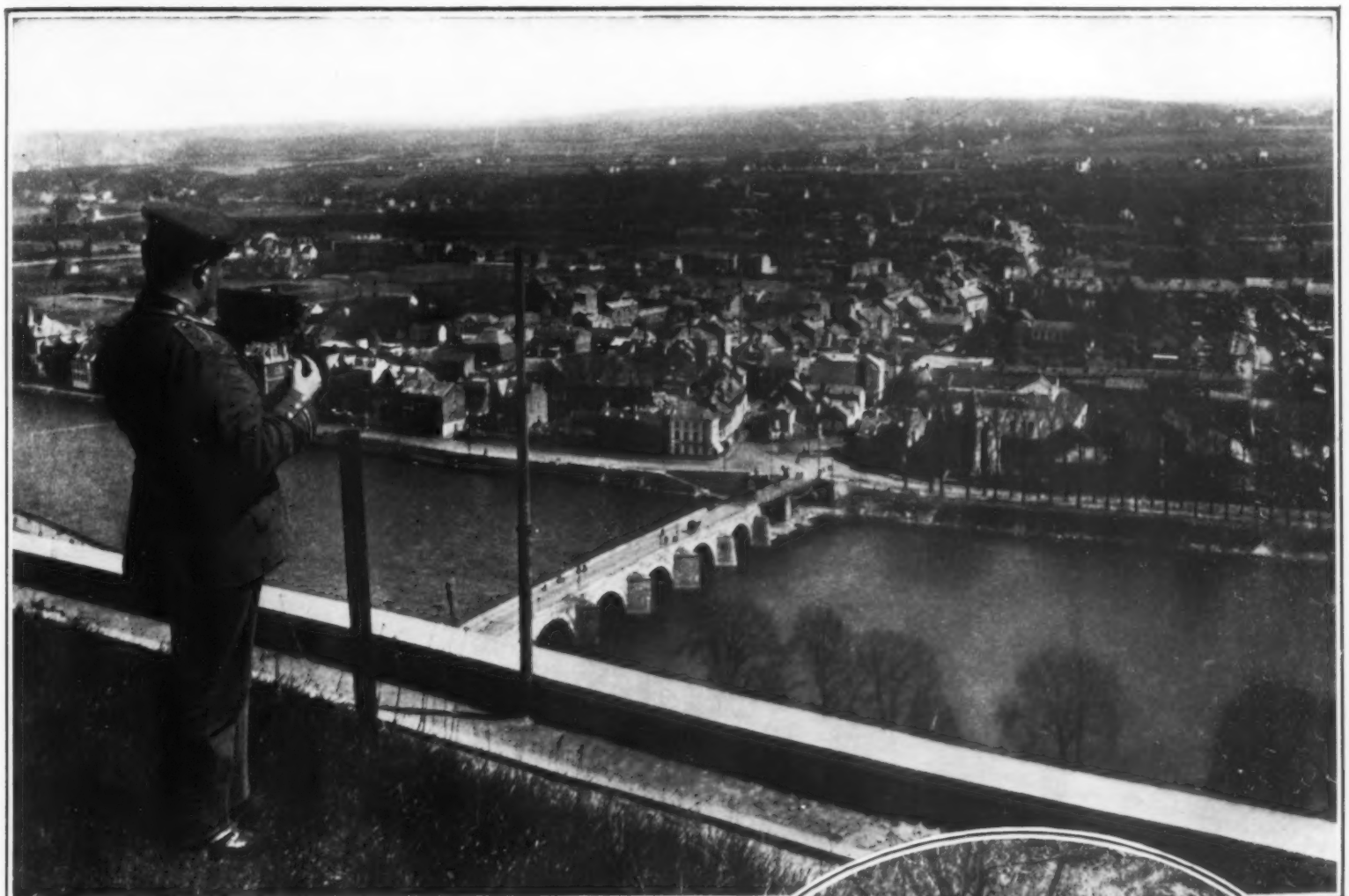
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Soldiers at Work and Play in Europe



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A GERMAN SOLDIER PHOTOGRAPHS THE CITY OF NAMUR

This panorama of the Belgian city shows, in the foreground, the bridge destroyed by the Belgians when they retreated from Namur, and since restored by the Germans. The Germans have been much more reasonable about the making of photographs than the Allies, and many of the best war pictures in LESLIE'S are of German activities. British soldiers are courtmartialed for having cameras in their possession.



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HOW THE GERMANS HOLD BELGIUM

The whole country has been transformed into a field fortress by elaborate systems of trenches, many of which are lined with concrete.



KORSAKOVA

GRIM WORK IN THE SNOW

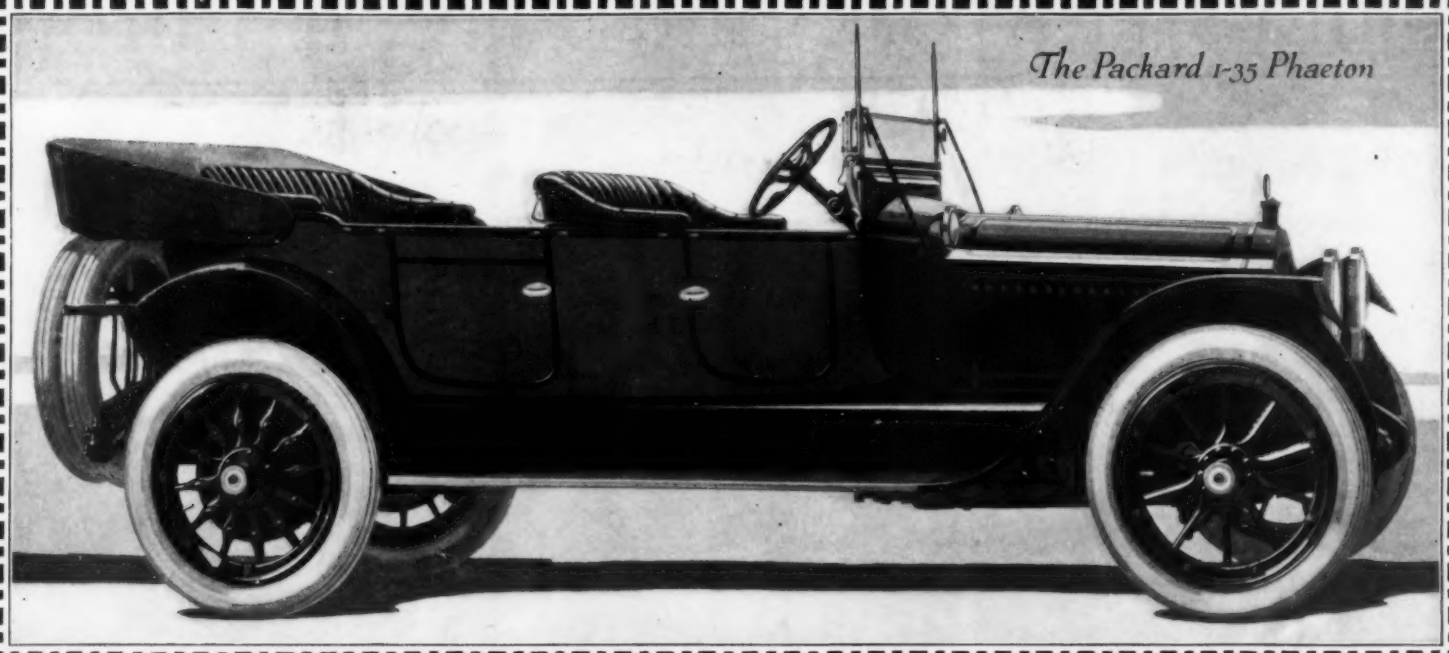
Russian infantry firing from a recumbent position on the ground. The snows in the Carpathian mountain passes lasted until well into May, so that parts of the Russian army had continuous campaigning under winter conditions from the end of October almost to June 1st. At the end of May the Russians claimed to have checked the rush of the Austro-German forces in Galicia, which very nearly recovered all that the Russians had gained by six months of hard fighting. The fortress of Przemysl, now garrisoned by Russians, is threatened with another siege.



THOMPSON

BRITISH SOLDIERS AMUSE THEMSELVES WITH GAMES

Kitchener's army is undergoing hard training, but the men have some time for recreation. The Tyneside Scottish regiment held a field day at Heaton, and one event was a blindfold race for officers, each contestant trundling a wheelbarrow carrying a pretty young woman. The greatest secrecy regarding the movement of British troops is preserved and the men never know when they leave camp whether they are going merely for a practice march or to France or the Dardanelles.



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